

U.S. DEPARTMENT of ENERGY INCENTIVES AND LAWS

Guide to Alternative Fuel Vehicle Incentives and Laws

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Alternative Fuel
Information Series

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On behalf of the U.S. Department of Energy's Clean Cities Program, we are pleased to offer this document in the Alternative Fuel Information Series. This series provides information in support of the National Clean Cities Program, which will assist you in becoming better informed about the choices and options surrounding the use of alternative fuels and the purchase of alternative fuel vehicles. We hope you find the information helpful.

The information printed in this guide is current as of September 15, 1998. To ensure that you have the most up-to-date information, please visit the Alternative Fuels Data Center Web site at <http://www.afdc.doe.gov> or the Alternative Fuel Vehicle Fleet Buyer's Guide at <http://www.fleets.doe.gov>.

If you have comments or questions about this document or any of the information contained herein, please call the National Alternative Fuels Hotline at (800) 423-1363 or email: hotline@afdc.nrel.gov. If you have changes to the information, please call Johanna Woelfel at the National Conference of State Legislatures at (303) 830-2200, fax it to (303) 863-8003, or e-mail afv_inlaws@afdc.nrel.gov.

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Clean Cities is a <i>locally-based</i> government/industry partnership, coordinated by the U.S. Department of Energy to expand the use of alternatives to gasoline and diesel fuel. By combining local decision-making with voluntary action by <i>partners</i> , the “grassroots” approach of Clean Cities departs from traditional “top-down” federal programs. It creates an effective plan, carried out at the local level, for creating a sustainable, nationwide alternative fuels market.	
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California has a wide variety of incentives for alternative fuel vehicles. The California Energy Commission’s (CEC) Zero Emission Vehicle Demonstration Program has allocated \$1.7 million (half from CEC funds and half from air district funds) to provide incentives for the purchase of or conversion to alternative fuel vehicles.	
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The Governor’s Office of Energy Conservation, in partnership with the Colorado natural gas and propane fuel providers and the U.S. Department of Energy, offers a rebate program of up to 80% of fuel option cost per vehicle. Colorado also offers a generous state tax credit to vehicle owners who convert or purchase an alternative fuel vehicle.	
Connecticut	35
Connecticut has a number of tax incentives to encourage the use of alternative fuel vehicles. Several Connecticut utilities are actively supporting the use of alternative fuel vehicles, and several will offer cash or other incentives for vehicle purchases or conversions on a project-specific basis. Connecticut is also participating in the National Low Emission Vehicle Program, beginning with the 1999 model year.	
Delaware	39
The Delaware Energy Office administers the state’s funding from the Petroleum Violation Escrow settlements (also known as oil overcharge funds), which can be used to finance vehicle conversions and the incremental costs of purchasing alternative fuel vehicles for state, county, or municipal fleets. Delaware is also participating in the National Low Emission Vehicle Program, beginning with the 1999 model year. Delaware has received a State Energy Program Special Projects Grant to implement a multi-state alternative fuel vehicle rebate program in conjunction with the Philadelphia, Pennsylvania, and North New Jersey Clean Cities Programs.	
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The District of Columbia is participating in the National Low Emission Vehicle Program, beginning with the 1999 model year. Many utilities and private organizations also offer incentives, while state incentives for alternative fuel vehicles are pending approval.	
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Statewide incentives for private sector alternative fuel vehicles include a tax exemption for electric vehicles. The Gold Coast Clean Cities Coalition operates a \$2.5 million low-interest revolving loan fund for alternative fuel vehicles in Broward, Dade, and Palm Beach counties. The State	

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Energy Office is also using \$2 million in oil overcharge funds (also known as petroleum violation escrow funds) to assist state agencies in meeting alternative fuel vehicle fleet requirements by paying for conversion or incremental costs for dedicated original equipment manufacturer alternative fuel vehicles.

Georgia 47

The state of Georgia offers a \$1,500 tax credit for purchase or lease of clean alternative fuel vehicles and access to high occupancy vehicle lanes for single occupancy automobiles which operate on alternative fuels and have the clean alternative fuel vehicle tags (see laws and regulations). Clean alternative fuel vehicle tags are available through the Department of Motor Vehicles for qualifying vehicles. Atlanta Clean Cities Coalition has a Legislative Committee that coordinates a joint effort among numerous alternative fuel vehicle interests, and works to educate legislators about the use of clean alternative fuel vehicles.

Hawaii 50

Hawaii has income tax deduction incentives for the use of alternative fuel vehicles, which are identical to those found in the federal income tax deductions for the installation of clean fuel vehicles and refueling property. Propane used as a vehicle fuel is also taxed at a lower rate than gasoline.

Idaho 52

Idaho offers an excise tax exemption for the use of biodiesel or ethanol. Montana Fuel offers a wide range of assistance, including alternative fuel comparisons, financial analysis, and technical assistance for customers wishing to convert to compressed natural gas.

Illinois 54

Illinois offers a rebate of 80% on the conversion or 80% of the incremental costs of alternative fuel vehicles, up to \$4,000 per vehicle. Additional utility and private incentives are also available.

Indiana 57

The state of Indiana offers a Small Business Energy Initiative Grant Program, which may be used to pay for the incremental cost of alternative fuel vehicles or for installing alternative fuel vehicle refueling stations. Several Indiana utility companies support alternative fuel vehicle projects and offer rebates for the conversion of vehicles to run on natural gas. Southern Indiana Gas and Electric and Citizens Gas and Coke offer \$1,000 rebates for conversions.

Iowa 60

Iowa offers lower fuel taxes for ethanol and compressed natural gas. The Iowa Department of Natural Resources also provides low-interest loan financing for alternative fuel vehicle conversions and purchases for state and local governments, school districts, community colleges, and non-profit organizations.

Kansas 62

The state of Kansas offers a state tax credit to fleets of 10 or more vehicles for conversion or purchase of alternative fuel vehicles. The Kansas Corporation Commission offers grants for the conversion or purchase of compressed natural gas vehicles. Other private and utility incentives are also available.

Kentucky 64

Several utility companies in Kentucky provide incentives for alternative fuel vehicles on a case-by-case basis. Western Kentucky Gas also offers customers a rebate for compressed natural gas conversion costs.

Louisiana 67

The state of Louisiana offers an income tax credit for 20% of the incremental or conversion costs for alternative fuel vehicles or refueling stations.

Maine 69

The state of Maine provides for a partial tax exemption for the purchase of clean fuel vehicles from January 1, 1999 through January 1, 2000.

Maryland 72

Maryland has several tax incentives to encourage the use of alternative fuel vehicles. State income tax credits are available for the costs of purchasing or converting vehicles to alternative fuels. Refueling and recharging equipment for alternative fuel vehicles are exempt from property tax. Electric vehicles are exempt from the motor fuels tax, and the conversion costs for clean fuel vehicles are exempt from sales tax.

Massachusetts 75

Massachusetts offers two congestion mitigation and air quality-funded incentive programs for alternative fuel vehicles: first, an electric vehicle leasing program for commuters in an intermodal context to commute from home to public transportation transfer stations; and secondly, a program for municipal and state fleets that covers the acquisition cost differential between alternative fuel vehicles and their conventional vehicle counterparts.

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Michigan	77	New Jersey	96
Several utilities in Michigan provide incentives for alternative fuel vehicles, including rebates from Consumers Power Co. for bi-fuel and dedicated alternative fuel vehicles.		New Jersey has lower per-gallon taxes on the sale of liquefied petroleum gas and compressed natural gas than for gasoline. The Board of Public Utilities, Division of Energy, is using \$1.5 million in oil overcharge funds (also known as petroleum violation escrow funds) to convert vehicles to alternative fuels for use by state agencies.	
Minnesota	80	New Mexico	98
Minnesota offers incentives for the production of ethanol. Several Minnesota natural gas utilities also offer incentives for the purchase or conversion of natural gas vehicles, including a \$250–\$1,000 rebate from Minnegasco, Northern States Power, and others.		New Mexico currently offers a lower sales tax for alternative fuels than the sales tax on gasoline. The Energy, Minerals, and Natural Resources Department administers a Transportation Program, which provides grant funds on a competitive basis for projects including incremental cost alternative fuel vehicle purchases.	
Mississippi	83	New York	100
Mississippi Valley Gas offers incentives for natural gas vehicles on a case-by-case basis.		New York has several sales tax exemptions for various alternative fuel vehicles. In addition, several state agencies fund alternative fuel projects on a case-by-case basis, including The New York State Energy Research and Development Authority, the Department of Environmental Conservation, and the New York Power Authority. Many of the state's utility companies also offer assistance for alternative fuel vehicle projects on a case-by-case basis.	
Missouri	85	North Carolina	104
Missouri offers a \$0.20/gallon production incentive for ethanol.		Several North Carolina utilities support alternative fuel vehicle projects on a case-by-case basis.	
Montana	87	North Dakota	106
The primary incentive for alternative fuel vehicles in Montana is a 50% income tax credit that is available for conversion costs for vehicles to operate on alternative fuels. Up to \$500 is also available for the conversion of vehicles under 10,000 lb gross vehicle weight, and up to \$1,000 is available for heavier vehicles. Several utility companies in Montana offer incentives for natural gas vehicles.		Several private groups and utilities offer incentives for alternative fuel vehicle use in North Dakota.	
Nebraska	89	Ohio	108
The state of Nebraska offers low-cost and no-cost loans for conversion costs for fleet vehicles, incremental costs of original equipment manufacturer alternative fuel vehicles, and installation costs for refueling facilities. Metropolitan Utilities Distribution also offers a \$500 rebate for conversions and purchases of original equipment manufacturer compressed natural gas vehicles.		Several Ohio utilities support alternative fuel vehicle programs.	
Nevada	91	Oklahoma	111
Nevada offers a private fleet incentive program through the Nevada State Energy Office to fleets in the Las Vegas area. This program will pay for up to \$3,500 per vehicle, after the private entity pays the first \$1,500 per vehicle for the conversion to natural gas, up to two vehicles per fleet.		Oklahoma's main incentive for alternative fuel vehicles is a state income tax credit of 50% of the cost of converting vehicles to alternative fuels and 10% of the total vehicle cost, up to \$1,500, to individuals who buy an original equipment manufacturer alternative fuel vehicle. In addition, the state of Oklahoma has both a public- and private-sector loan fund to cover the cost of conversions or incremental costs of an original equipment manufacturer alternative fuel vehicle.	
New Hampshire	94		
New Hampshire has mandates requiring public and private entities to purchase a percentage of inherently low emission vehicles. In addition, New Hampshire is participating in the National Low Emission Vehicle Program beginning in vehicle model year 1999.			

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Oregon	114	Texas	127
The Business Energy Tax Credit is the major state incentive for alternative fuel vehicles in Oregon. A tax credit of 35% is available for alternative fuel vehicles and alternative fuel fueling stations. The Oregon Department of Energy also offers a small-scale loan program for conservation and renewable resource related projects that may be used for alternative fuel vehicle projects. All of the natural gas utilities in Oregon will work with customers to facilitate the tax credit program for natural gas vehicles.		Incentives and grants are available on a case-by-case basis from several sources in Texas. Funds are also available on a limited basis through the Congestion Mitigation Air Quality federal grant program.	
Pennsylvania	116	Utah	131
Pennsylvania has several incentives for alternative fuel vehicles, including tax exemptions and registration fee exemptions for electric vehicles. The main incentive for all alternative fuel vehicles is the Alternative Fuels Incentive Grants Program, offered by the Pennsylvania Department of Environmental Protection. The Alternative Fuels Incentive Grants Program currently offers to pay 40% of the cost for converting vehicles to alternative fuels, 40% of the incremental cost for the alternative fuel option on a new factory-equipped vehicle, and 40% of the costs to install refueling equipment.		Utah offers a tax credit and a loan program as incentives for the purchase of alternative fuel vehicles. The state provides a 20% tax credit, up to \$500 for each new alternative fuel vehicle registered in Utah, and a 20% tax credit, up to \$400 for the cost of conversion equipment for compressed natural gas, liquefied petroleum gas, and electric vehicles. The Office of Energy Services offers a loan program for the purchase of dedicated alternative fuel vehicles, conversion of alternative fuel vehicles, or for the construction of refueling facilities for alternative fuel vehicles. The Office of Energy Services also provides technical assistance and information on alternative fuel vehicle conversions.	
Rhode Island	120	Vermont	133
The state of Rhode Island offers several incentives and tax credits for alternative fuel vehicles and their infrastructure. Providence Gas also provides rebates for natural gas vehicle projects on a case-by-case basis.		Vermont Gas Systems will provide assistance on a case-by-case basis to customers wishing to convert to natural gas vehicles. Private and public sponsors also operate the EVermont project, which has focused on improvement of battery thermal management and cabin heating and cooling in electric vehicles. In addition, Vermont has received funding from the U.S. Department of Energy's Heavy-Duty Alternative Fuel Vehicle Program and is testing a compressed natural gas bus in school bus service.	
South Carolina	122	Virginia	134
In South Carolina, Piedmont Natural Gas Co. offers a promotional rate for natural gas used to fuel vehicles. South Carolina Electric and Gas Co. has also installed a compressed natural gas refueling station in Columbia, South Carolina.		The Commonwealth of Virginia provides a number of incentives for alternative fuel vehicles, including no-charge licensing for alternative fuel vehicles and exemption from high occupancy vehicle lane-use restrictions for alternative fuel vehicles. Virginia has several tax incentives, including a tax credit to 10% of the federal clean fuel tax deduction, a 1.5% sales tax reduction for alternative fuel vehicles, and an alternative fuel vehicle fuel tax reduction. In addition, the Virginia Alternative Fuels Revolving Fund provides loans to local governments and state agencies for the conversion of publicly owned motor vehicles to alternative fuels. Several Virginia utility companies support alternative fuel vehicle programs and offer incentives on a case-by-case basis.	
South Dakota	124	Washington	138
The state of South Dakota offers a reduced fuel tax for alternative fuels. A South Dakota utility company also offers incentives for converting to compressed natural gas on a case-by-case basis.		Washington offers a fuel tax reduction for propane and natural gas vehicles, infrastructure development for compressed natural gas vehicles from oil overcharge funds (also known as petroleum violation escrow funds), and a state highway tax fuel reduction. Puget Sound Energy offers qualified fleets access to their compressed natural gas	
Tennessee	125		
United Cities Gas provides rebates for the conversion of vehicles to natural gas, and for the purchase of original equipment manufacturer natural gas vehicles on a case-by-case basis. They also offer preliminary feasibility studies for compressed natural gas refueling stations and vendor selection.			

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refueling stations by arrangement. Washington Natural Gas also provides technical support and assistance to help customers convert to natural gas vehicles.

West Virginia 140

CNG and liquefied petroleum gas powered vehicles are required to pay an annual fee, based on gross vehicle weight, instead of motor fuel excise taxes. The fee is \$85 for light-duty vehicles. Electric, liquefied petroleum gas, and compressed natural gas vehicles are exempt from emission control inspections. Grant allowances were established under law with vocational and technical institutes to certify clean fuel mechanics. However, no funds have been appropriated for this grant program.

Wisconsin 145

Wisconsin municipalities are eligible to apply for competitive cost sharing grants for the added costs of alternative fuel vehicles. The maximum grant is \$4,500 per auto and \$15,000 for trucks, vans, or buses. Each municipality is limited to a total of \$50,000. Several utilities in Wisconsin are active in promoting natural gas vehicles, including cash rebate offers from Wisconsin Gas and Wisconsin Electric for the purchase or conversion of natural gas vehicles.

Wyoming 148

Montana-Dakota Utilities Co. provides incentives for the conversion to compressed natural gas on a case-by-case basis.

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The main federal incentives for the purchase or conversion of individual alternative fuel vehicles are the federal income tax deductions of \$2,000–\$50,000 for clean fuel vehicles, and the income tax credit of up to \$4,000 for electric vehicles. An income tax deduction is also available for the installation of refueling or recharging facilities for alternative fuel vehicles.

Except for the federal tax credits and deductions, most of the federal incentives are programmatic grants oriented toward large investments such as infrastructure and larger purchases. The lead federal agencies for alternative fuel vehicle programs are the U.S. Department of Treasury (i.e., IRS), the U.S. Department of Energy, the U.S. Department of Transportation, and the U.S. Environmental Protection Agency.

Glossary

Alternative Fuels Utilization Program (AFUP): A program managed by the U.S. Department of Energy (DOE) with the goals of improving national energy security by displacing imported oil, improving air quality by development and widespread use of alternative fuels for transportation and increasing the production of alternative fuel vehicles.

Alternative Fuel: As defined pursuant to the Energy Policy Act of 1992 (EPAct), methanol, denatured ethanol and other alcohols, separately or in mixtures of 85% by volume or more (but not less than 70% as determined by DOE rule) with gasoline or other fuels, compressed natural gas (CNG), liquefied natural gas (LNG), liquefied petroleum gas (LPG), hydrogen, “coal-derived liquid fuels,” fuels “other than alcohols” derived from “biological materials,” electricity, or any other fuel determined to be “substantially not petroleum” and yielding “substantial energy security benefits and substantial environmental benefits.”

Alternative Fuel Vehicles (AFVs): Vehicles with engines designed to run on a fuel other than gasoline or diesel.

Alternative Fuels Data Center (AFDC): A program sponsored by DOE and managed by the National Renewable Energy Laboratory to collect emissions, and operational and maintenance data on all types of AFVs across the country.

Alternative Motor Fuels Act of 1988 (AMFA): Public Law 100-494. Encourages the development, production, and demonstration of alternative motor fuels and AFVs.

Bi-Fuel Vehicle: A vehicle with two separate fuel systems designed to run on either an alternative fuel or conventional gasoline, using only one fuel at a time. These systems are advantageous for drivers who do not always have access to an alternative fuel refueling station. Bi-fuel systems are usually used in passenger cars or trucks.

EPAct Definition: Vehicle designed to operate on a combination of an alternative fuel and a conventional fuel. This includes: a) vehicles using a mixture of gasoline or diesel and an alternative fuel in one fuel tank, commonly called flexible-fueled vehicles; and b) vehicles capable of operating either on an alternative fuel, a conventional fuel or both, using two fuel systems.

British Thermal Unit (Btu): A standard unit for measuring heat energy. One Btu represents the amount of heat required to raise one pound of water one degree Fahrenheit (at sea level).

Butane: A gas, easily liquefied, recovered from natural gas. Used as a low-volatility component of motor gasoline, processed further for a high-octane gasoline component, used in LPG for domestic and industrial applications, and used as a raw material for petrochemical synthesis.

California Low Emission Vehicles Program: State requirement for automakers to produce vehicles with fewer emissions than current U.S. Department of Environmental Protection Agency’s (EPA’s) standards. The four categories of California Low Emission Vehicles Program standards from least to most stringent are transitional-low emission vehicles (TLEVs), low emission vehicles (LEV), ultra-low emission vehicles (ULEVs), and zero emission vehicles (ZEVs).

California Air Resources Board (CARB): A state agency that regulates the air quality in California. Air quality regulations established by CARB are often stricter than those set by the federal government.

Clean Air Act (CAA): Signed into law in 1963, then amended in 1970, and again in 1990. Includes emissions standard for mobile and stationary sources. Enforced by the U.S. Environmental Protection Agency.

Clean Air Act Amendments of 1990 (CAAA): The original Clean Air Act (CAA) was signed in 1963. The law sets emission standards for stationary sources (e.g., factories and power plants). The CAA was amended several times, most recently in 1990 (Public Law 101-549). The Amendments of 1970 introduced motor vehicle emission standards (e.g., automobiles and trucks). Criteria pollutants included lead, ozone, CO, SO₂, NO_x, and particulate matter (PM), as well as air toxins. The CAA include reformulated gasoline (RFG) and oxygenated gasoline provisions. The RFG provision requires use of RFG all year in certain areas. The oxygenated gasoline provision requires use of oxygenated gasoline during certain months, when CO and ozone pollution is most serious. The regulations also require certain fleet operators to use clean fuel vehicles in 22 cities.

Clean Cities Program: A voluntary program established and administered by DOE to increase AFV market penetration, particularly in more polluted urban areas. Clean Cities chapters are recognized by DOE as having successfully established a self-sustaining environment for AFVs. Specific chapters may include federal, state, and local government agencies, vehicle manufacturers and suppliers, fleet managers, utilities, local distributions companies, and other stakeholders. The first international entities joined the program in 1995.

Clean Fuel: A vehicle fuel that produces lower tailpipe emissions than traditional fuels such as gasoline or diesel.

Clean Fuel Vehicle (CFV): Any passenger car, light-duty truck, or heavy-duty truck weighing up to 26,000 lb gross vehicle weight (gvw) that meets a special reduced emission standard applicable to the vehicle’s weight classification. Vehicles fueled by alternative fuels, RFG, or clean diesel qualify in the clean fuel category.

Compressed Natural Gas (CNG): Natural gas that has been compressed to high pressures, typically between 2000

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and 3600 psi, and stored in a container. CNG is used as a vehicle fuel.

Converted Vehicle: A vehicle originally designed to operate on gasoline or diesel that has been modified or altered to run on an alternative fuel.

Covered Fleet: A vehicle fleet that may include passenger cars, light-, medium-, or heavy-duty trucks, for which a clean fuel vehicle emission standard is required. Usually a fleet that is centrally refueled or capable of being centrally refueled, as specified in the Clean Air Act and Energy Policy Act.

Dedicated Natural Gas Vehicle: A vehicle that operates only on natural gas. Such a vehicle is incapable of running on any other fuel.

Department of Energy: See U.S. Department of Energy (DOE).

Dual-Fuel Vehicle: A vehicle capable of operating on a combination of alternative fuels, such as CNG or LPG, and a conventional fuel, such as gasoline or diesel. Typically, a dual-fuel system is used in heavy-duty or diesel engines. This definition assumes a dual-fuel vehicle has two separate fuel tanks from which both fuels are injected into the combustion chamber simultaneously.

Electric Vehicle (EV): A vehicle powered by electricity, usually provided by batteries. EVs qualify in the zero emission vehicle (ZEV) category for emissions.

Emissions: Pollutants discharged from a polluting source, such as vehicles.

Emission Standards: Limits or ranges established for pollution levels emitted by vehicles as well as stationary sources. The first standards were established under the 1963 Clean Air Act. Emissions limits are imposed on four classes of vehicles: automobiles, light-duty trucks, heavy-duty gasoline trucks, and heavy-duty diesel trucks.

Energy Policy Act of 1992 (EPAct): (Public Law 102-486) A broad-ranging act signed into law on October 24, 1992. Title III, IV, V, XV, and XIX of EPAct deal with alternative transportation fuels. EPAct accelerates the purchase requirements for AFVs by the federal fleet, proposes eliminating the cap on corporate average fuel economy (CAFÉ) credits that manufacturers can earn by producing dual- and flexible-fuel vehicles and requires fleets in large urban areas to purchase AFVs. Establishes tax incentives for purchasing AFVs, converting conventional gasoline vehicles to operate on alternative fuels, and installing refueling or recharging facilities in the private sector.

Environmental Protection Agency: See U.S. Environmental Protection Agency (EPA).

Ethane (C₂H₆): A colorless hydrocarbon gas of slight odor having a gross heating value of 1,773 BTUs per cubic foot. It is a normal constituent of natural gas.

Ethanol (C₂H₄OH): An alcohol fuel made primarily from agricultural products, typically corn.

Flexible-Fuel Vehicle: A vehicle that can operate on alternative fuels such as E-85 or M-85, 100 percent petroleum-based fuels, or a mix of alternative fuels and petroleum-based fuels.

Fuel Cell: An electrochemical engine with no moving parts that converts the chemical energy of a fuel (e.g., hydrogen) and an oxidant (e.g., oxygen) directly into electricity. Fuel cells may use natural gas as a feedstock.

Gasoline Gallon Equivalent (gge): A proposed unit for measuring compressed natural gas sold at public fueling stations.

Global Warming: The theoretical escalation of global temperatures caused by the increase of greenhouse gas emissions in the lower atmosphere.

Greenhouse Effect: A warming of the earth and its atmosphere as a result of the thermal trapping of incoming solar radiation by CO₂, water vapor, methane, nitrous oxide, chlorofluorocarbons, and other gases, both natural and man-made.

Gross Vehicle Weight (gvw): Maximum weight of a vehicle, including payload.

Heavy-Duty Vehicle: According to EPA, a heavy-duty vehicle is any vehicle weighing 8,500 lb gvw or more. In California, vehicles weighing more than 14,000 lb gvw are classified as heavy-duty vehicles.

Inherently Low Emission Vehicle (ILEV): FEDERAL ONLY. Describes vehicle meeting EPA's CFV ILEV standards. Tailpipe standards may be LEV, ULEV, and ZEV, but include the requirement that evaporative emissions be near zero. ILEVs will be dedicated AFVs (no gasoline on board) in most cases. ILEVs may be exempt from certain transportation control measures, including high occupancy vehicle lane restrictions.

Light-Duty Vehicles: According to the EPA, a light-duty vehicle is any vehicle weighing 8,500 lb gvw or less. In California, vehicles weighing less than 6,000 lb gvw are classified as light-duty vehicles.

Liquefied Natural Gas (LNG): Natural gas that has been condensed to a liquid typically by cryogenically cooling the gas.

Liquefied Petroleum Gas (LPG): A hydrocarbon and colorless gas found in natural gas and produced from crude oil, used principally as a home heating fuel or motor fuel. Also known as propane or butane.

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Liter (L): A metric measurement used to calculate the volume displacement of an engine. One liter is equal to 1,000 cubic centimeters or 61 cubic inches.

LNG to CNG Station: A station, supplied with LNG, that pumps and vaporizes the liquid supply to vehicles as CNG fuel, generally at the correct pressure and temperature (i.e., the temperature effect of compression is factored into the design).

LNG vehicle: A vehicle that uses LNG as its fuel.

Low Emission Vehicle (LEV): Describes a vehicle meeting either EPA's CFV LEV standards or CARB's California Low Emission Vehicles Program LEV standards. LEVs produce fewer emissions than TLEVs.

Medium-Duty Vehicle: A truck, van, or specialized vehicle weighing between 8,500 and 14,000 lb.

Methane (CH₄): The simplest of the hydrocarbons and the principle constituent of natural gas. Pure methane has a heating value of 1,012 Btu per standard cubic foot.

Methanol (CH₂OH): An alcohol fuel usually made from natural gas or coal.

Mobile Source Emissions: Emissions resulting from the operations of any type of motor vehicle.

National Ambient Air Quality Standards (NAAQS): Ambient standards for air pollutants specifically regulated under the CAA. These pollutants include ozone, CO, NO₂, lead, PM, and SO_x.

Natural Gas: A mixture of gaseous hydrocarbons, primarily methane, occurring naturally in the earth and used principally as a fuel.

Natural Gas Distribution System: This term generally applies to mains, services, and equipment that carry or control the supply of natural gas from a point of local supply, up to and including the sales meter.

Natural Gas Transmission System: Pipelines installed for the purpose of transmitting natural gas from a source or sources of supply to one or more distribution centers.

Non-Attainment Area: A region, determined by population density in accordance with the U.S. Census Bureau, which exceeds minimum acceptable NAAQS for one or more "criteria pollutants" (see Clean Air Act Amendments). Such areas are required to seek modifications to their State Implementation Plans, setting forth a reasonable timetable using EPA-approved means to achieve attainment of NAAQS for these criteria pollutants by a certain date. Under the CAA, if a non-attainment area fails to attain NAAQS, EPA may superimpose a Federal Implementation Plan with stricter requirements or impose fines, construction bans, cutoffs in federal grant revenues, and so forth, until the area achieves the applicable NAAQS.

Non-Road Vehicle (off-road vehicle): A vehicle that does not travel streets, roads, or highways. Such vehicles include construction vehicles, locomotives, forklifts, tractors, golf carts, and so forth.

Original Equipment Manufacturer (OEM): The original manufacturer of a vehicle or engine.

Oxygenated Fuels: Fuels blended with an additive—usually methyl tertiary butyl ether (MTBE) or ethyl tertiary butyl ether (ETBE)—to increase oxygen content, allowing more thorough combustion for reduced carbon monoxide emissions.

Ozone: Tropospheric ozone (smog) is formed when volatile organic compounds, oxygen, and NO_x react in the presence of sunlight (not to be confused with stratospheric ozone, which is found in the upper atmosphere and protects the earth from the sun's ultraviolet rays). Though beneficial in the upper atmosphere, at ground level, ozone is a respiratory irritant and considered a pollutant.

Ozone Transport Region (OTR): The Clean Air Act Amendments of 1990 enable EPA to establish Ozone Transport Regions to reduce the likelihood ozone and its precursors will be carried from one area to another, lowering air quality in the downward location. The first such region consists of the states of Connecticut, Delaware, Maine, Maryland, Massachusetts, New Hampshire, New Jersey, New York, Pennsylvania, Rhode Island, Vermont, and the District of Columbia.

Particulate Matter (PM): Unburned fuel particles that form smoke or soot and stick to lung tissue when inhaled. A pollutant.

Portable Fueling System: A system designed to deliver natural gas to fueling stations. Such systems are usually configured as tube trailers and are mobile. Fuel delivery usually occurs via over-the-road vehicles.

Pounds Per Square Inch (psi): An expression of pressure used to determine gas volume.

Private Fleet: A fleet of vehicles owned by a non-government entity.

Propane (C₃H₈): A gas whose molecules are composed of three carbon and eight hydrogen atoms. Propane is present in most natural gas in the United States, and is the first product refined from crude petroleum. Propane contains about 2,500 BTUs per cubic foot.

Public Fueling Station: Refers to fueling station that is accessible to the general public.

Reformulated Gasoline (RFG): Gasoline that has been chemically reformulated to reduce or eliminate one or more toxic substances as specified by EPA.

Retrofit: To change a vehicle or engine after its original purchase, usually by adding equipment such as conversion systems.

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Smog: A petrochemical haze caused primarily by the reaction of hydrocarbons and NO_x with sunlight.

State Implementation Plan (SIP): A plan that a state must submit to EPA under the CAA to demonstrate compliance to NAAQS.

Tax Incentives: In general, a means of employing the tax code to stimulate investment in or development of a socially desirable economic objective without direct expenditure from the budget of a given unit of government. Such incentives can take the form of tax exemptions or credits.

Therm: A unit of heating value equivalent to 100,000 British Thermal Units (BTUs).

Toxic Emission: Any pollutant emitted from a source that can negatively affect human health or the environment.

Toxic Substance: A generic term referring to a harmful substance or group of substances. Typically, these substances are especially harmful to health, such as those considered under EPA's hazardous substance program. Technically, any compound that has the potential to produce adverse health effects is considered a toxic substance.

Transitional Low Emission Vehicle (TLEV): Describes vehicles meeting either EPA's CFV TLEV standards or CARB's California Low Emission Vehicles Program TLEV standards. TLEVs produce fewer emissions than Federal Tier 1 vehicles. TLEVs are eligible for the Federal California Pilot Program, but not eligible for the Clean Fuel Fleet Program.

U.S. Department of Energy (DOE): A department of the federal government, established by the Carter Administration in 1977, to consolidate energy-oriented programs and agencies. The DOE mission includes the coordination and management of energy conservation, supply, information dissemination, regulation, research, development, and demonstration. The department includes the Office of Transportation Technologies, the umbrella for the Office of Alternative Fuels.

U.S. Environmental Protection Agency (EPA): A governmental agency, established in 1970, responsible for the protection of the environment and public health. EPA seeks to reduce air, water, and land pollution and pollution from solid waste, radiation, pesticides and toxic substances. EPA also controls emissions from motor vehicles, fuels, and fuel additives.

Ultra-Low Emission Vehicle (ULEVs): Describes a vehicle meeting either EPA's CFV ULEV standards or CARB's California Low Emission Vehicles Program ULEV standards. ULEVs produce fewer emissions than LEVs. Fleets who purchase CFV ULEVs may earn credits under the Clean Fuel Fleet Vehicle Program.

Manufacturers that sell CFV ULEVs may earn credits under the federal California Pilot Program.

Vehicle Conversion: Retrofitting a vehicle engine to run on an alternative fuel.

Volatile Organic Compound (VOC): Hydrocarbon gasses released during combustion or evaporation of fuel and regulated by EPA. VOCs combine with NO_x in the presence of sunlight to form the ozone.

Zero Emission Vehicle (ZEV): Describes a vehicle meeting either EPA's CFV ZEV standards or CARB's California Low Emission Vehicles Program ZEV standards. ZEV standards, usually met with electric vehicles, require zero vehicle (not power plant) source emissions. ZEVs earn more Clean Fuel Fleet Vehicle Program credits than ULEVs. ZEVs also may meet ILEV standards if evaporative emissions are near zero.

Acronyms

AFV	Alternative fuel vehicle
APCD	Air Pollution Control District
APS	Arizona Public Service
AQMD	Air Quality Management Districts
ARKLA	Arkansas Louisiana Gas
BTU	British thermal unit
CAAA	Clean Air Act of Amendments
CARB	California Air Resources Board
CFVs	Clean fuel vehicles
CNG	Compressed natural gas
DOE	U.S. Department of Energy
DOT	U.S. Department of Transportation
DPU	U.S. Department of Public Utilities
E10	10% ethanol fuel
E85	85% ethanol fuel
EPA	U.S. Environmental Protection Agency
EPAct	Energy Policy Act of 1992
EV	Electric vehicle
GEC	Governor's Ethanol Coalition
Gge	Gasoline gallon equivalent
gvw	Gross volume weight
gvwr	Gross volume weight rating
HB	House Bill
HOV	High occupancy vehicle
Hp	Horsepower
ILEVs	Inherently low emission vehicles
kWh	Kilowatt hour
LEVs	Low emission vehicle
LNG	Liquefied natural gas
LPG	Liquefied petroleum gas
M85	85% methanol fuel
mpg	Miles per gallon
NCGA	National Corn Growers Association
NEVC	National Ethanol Vehicle Coalition
NGV	Natural gas vehicle
OEM	Original equipment manufacturer
RFP	Request for proposals
SB	Senate Bill
SCAQMD	South Coast Air Quality Management District
SEP	State Energy Program
SIP	State Implementation Plan
SULEVs	Super ultra-low emission vehicles
TLEVs	Transitionally low emission vehicle
ULEVs	Ultra-low emission vehicles
ZEV	Zero Emission Vehicle

Why alternative fuels?

The value of the automobile and the importance of transportation are intrinsic to life in the United States. The U.S. transportation sector has an enormous impact on our economy, our nation's energy security, and our environment. Every year we increase our dependence on imported oil, which increases the trade deficit, costs us jobs, and undermines our national security. Moreover, emissions from vehicles are the single largest contributor to air pollution in many cities, making our air unhealthy to breathe and increasing our health care costs. Expanding the use of the alternative fuels through the Clean Cities Program offers solutions to many of these problems.

What is Clean Cities?

Clean Cities is a *locally-based* government/industry partnership, coordinated by the U.S. Department of Energy (DOE) to expand the use of alternatives to gasoline and diesel fuel. By combining local decision-making with voluntary action by *partners*, the "grassroots" approach of Clean Cities departs from traditional "top-down" federal programs. It creates an effective plan, carried out at the local level, for creating a sustainable, nationwide alternative fuels market.

How does Clean Cities work?

Clean Cities builds on local initiatives, provides options to local problems, and creates partnerships as the mechanism to develop solutions. Clean Cities works directly with local businesses and governments to guide them through the goal-setting, coalition-building, and commitments process necessary to establish the foundations for a viable alternative fuels market. Then, by sharing local innovation along the Clean Cities network "mayor-to-mayor," by relating local problems to state and federal objectives, and by providing continuous feedback to industry and government stakeholders, Clean Cities can continually pioneer innovations and aspire to effect national as well as local achievements. DOE will be working with Clean Cities coalitions nationwide to:

- **Create new jobs and commercial opportunities** - Alternative fuels and alternative fuel vehicles (AFVs) can benefit the economy in many ways. Converting conventional vehicles to AFVs, developing new technologies and products, using domestically-produced alternative fuels, increasing crop (feedstock) production, and expanding alternative fuel infrastructure create commercial opportunities, new jobs, and businesses nationwide.
- **Facilitate alternative fuel vehicle production and conversion** - By pledging AFV acquisitions through the year 2005, the thousands of registered Clean Cities stakeholders have shown that significant demand exists for these vehicles. Clean Cities will work to transform these pledges into validated vehicle acquisition and conversion plans useful to manufacturers challenged to develop market-driven production lines.
- **Advance Clean Air objectives** - The Clean Cities Program will advance the objectives of the Clean Air Act and seek to integrate its 1990 Amendments into each Clean City coalition's decision-making process.
- **Increase public awareness** - Clean Cities will pursue an active public education campaign to ensure that citizens are aware of the benefits of using alternative fuels over gasoline and diesel.
- **Provide greater fuel choices** - The variety of fuel choices has enabled Clean Cities to choose the alternative fuels that best serve their local community and economy. This choice gives the community an opportunity to utilize the fuels that provide them with the best fuel performance, reduced emissions, and financial incentives.
- **Develop "Clean Corridors"** - Clean Cities recognizes the need for "clean corridors" and will build links between existing Clean Cities to ensure that refueling facilities will be available for inter-regional transit.
- **Expand refueling infrastructure** - Concurrent with Clean Cities expansion of the AFV market, the program will build on fuel supplier commitments to provide the refueling infrastructure critical for service and maintenance of AFVs. In addition, the program will make available existing private refueling stations for wider use.
- **Support regulated fleets** - Through the Clean Cities Program, DOE will provide local assistance to federal and state requirements for AFV acquisitions and conversions.

Where do I get more information?

The Clean Cities Hotline at (800) CCITIES or 800 224-8437 and the Clean Cities Web site at <http://www.ccities.doe.gov> will provide answers to questions on funding, alternative fuel and AFV questions, program planning, and other issues. The Hotline also makes several resources available for Clean Cities use, including the following publications:

- *The Clean Cities Roadmap*, which explains how your community can join forces with the national network of Clean Cities to help accelerate the introduction and expand the use of alternative fuels and AFVs.
- *The Alternative Fuel Newsletter*, which provides news on the Clean Cities programs six times a year.
- *Alternative Fuels and Vehicles Information Resources*, which provides other avenues to pursue information on the Clean Cities Program and the Alternative Fuels Data Center.

DOE has also appointed Clean Cities Program managers at each of the DOE Regional Support Offices to assist local Clean Cities with their alternative fuels program development. In addition, the vast network of local Clean Cities coordinators is available to share information and provide assistance. The names and phone numbers of the Clean Cities coordinators and the Clean Cities program managers at the DOE Regional Support Offices are listed in this document under each state's Points of Contact section. They are also available on the Clean Cities Web site at <http://www.ccities.doe.gov>.

To obtain more information, call the Clean Cities Hotline at (800) CCITIES or (800) 224-8437, or write to: U.S. Department of Energy, EE-34, Clean Cities Program, 1000 Independence Avenue SW, Washington, DC 20585, or visit the Clean Cities Web site at: <http://www.ccities.doe.gov>.

DESIGNATED CLEAN CITIES – DESIGNATION DATES



1. Atlanta, GA - 9/8/93
2. Denver, CO - 9/13/93
3. Philadelphia, PA - 9/22/93
4. Delaware - 10/12/93
5. Las Vegas, NV - 10/18/93
6. Washington, DC - 10/21/93
7. Boston, MA - 3/18/94
8. Austin, TX - 4/18/94
9. Florida Gold Coast - 5/3/94
10. Chicago, IL - 5/13/94
11. Albuquerque, NM - 6/1/94
12. Wisconsin, SE Area - 6/30/94
13. Colorado Springs, CO - 7/13/94
14. Long Beach, CA - 8/31/94
15. Lancaster, CA - 9/22/94
16. Salt Lake City - 10/3/94
17. White Plains, NY - 10/4/94
18. Baltimore, MD - 10/7/94
19. Louisville, KY - 10/18/94
20. Rogue Valley, OR - 10/18/94
21. State of WV - 10/18/94
22. Sacramento, CA - 10/21/94
23. Oakland, CA - 10/21/94
24. San Joaquin Valley, CA - 10/21/94
25. San Francisco, CA - 10/21/94
26. South Bay (San Jose), CA - 10/21/94
27. Western New York - 11/4/94
28. Portland, OR - 11/10/94
29. St. Louis, MO - 11/18/94
30. Norwalk, CT - 11/21/94
31. Waterbury, CT - 11/21/94
32. Norwich, CT - 11/22/94
33. New London, CT - 11/22/94
34. Peoria, IL - 11/22/94
35. SW Kansas - 3/30/95
36. Central New York - 6/15/95
37. Dallas/Ft. Worth, TX - 7/25/95
38. Honolulu, HI - 8/29/95
39. Missoula, MT - 9/21/95
40. New Haven, CT - 10/5/95
41. Central Arkansas - 10/25/95
42. Paso del Norte, TX - 11/17/95
43. Pittsburgh, PA - 12/5/95
44. SO. California Assoc. of Governments - 3/1/96
45. Los Angeles, CA - 3/22/96
46. Coachella Valley, CA - 4/22/96
47. Weld/Larimer/RMNP, CO - 5/21/96
48. Central Oklahoma - 5/29/96
49. Hampton Roads, VA - 10/4/96
50. San Diego, CA - 12/12/96
51. Long Island, NY - 10/18/96
52. Detroit, MI/Toronto, ON - 12/18/96
53. Tri-State (Cincinnati, OH) - 1/29/97
54. Evansville, IN - 1/30/97
55. Houston, TX - 9/4/97
56. Portland, ME - 9/4/97
57. Tulsa, OK - 9/22/97
58. Maricopa Assoc. of Governments, AZ - 10/8/97
59. Riverside, CA - 10/24/97
60. North Jersey, NJ - 10/30/97
61. Corpus Christi, TX - 3/30/98
62. Genesee Region (Rochester, NY) - 5/28/98
63. Red River Valley, (Grand Forks, ND) - 8/10/98
64. Puget Sound (Seattle, WA area) - 8/13/98
65. Providence, RI - 9/14/98
66. Omaha, NE - 9/18/98
67. Kansas City, KS/MO - 11/18/98

Introduction to the Guide

Funding is a central issue in any effort to use alternative fuel vehicles (AFVs). Incentives are very important, especially as they help to defray the incrementally higher costs of acquiring AFVs. However, the wide variety and types of incentives can be confusing, so the Clean Cities Program has sorted the issues out by creating this guide. The *Guide to Alternative Fuel Vehicle Incentives and Laws* contains a listing of state, federal, and private incentives offered to encourage the expanded use of AFVs. Of these incentives, private sources of funding are becoming more important as partners are recognizing the commercial value of the growing market. We have tried to include a contact name and phone number with each incentive, so you can get more details on the programs that apply to you. You can always call the Clean Cities Hotline at (800) CCITIES or (800) 224-8437, if you seek more in-depth answers to your queries.

Applying incentives to purchases of AFVs can be like clipping coupons. Think of this guide as a coupon book that shows what discounts and incentives can be applied to your purchases. The incentives can be grouped together to significantly defray the final purchase price of an AFV. Because most incentives are only available in certain states or areas, and many of the private company incentives apply only to people in that company's service area, you may need to call to confirm your eligibility for some of the rebates or programs. This is why we have included points of contact for each listing. This is the third edition of this guide, and we've made every effort to ensure the information is current. However, programs, laws, and contacts change constantly, and we encourage you to access the Incentives and Laws section of the Alternative Fuel Vehicle Fleet Buyer's Guide Web site (<http://www.fleets.doe.gov>) for the most accurate and updated information. If your organization is not listed, or if the information on your organization's programs has changed, please contact Johanna Woelfel, National Conference of State Legislatures, at (303) 830-2200, (303) 863-8003-fax; or email afv_inlaws@afdc.nrel.gov, so corrections can be made in the database.

Alternative Fuel Vehicle Funding Worksheet Instructions

Clean Cities realizes that most of you do not have the time to search for funding opportunities. This guide identifies available funding opportunities and presents the information clearly and concisely. We have created an easy-to-use worksheet so you can calculate a cumulative AFV funding potential. Examples of completed worksheets are included, as well as a blank worksheet for you to calculate your potential savings.

The worksheet is composed of two parts. The first part includes a section for tabulating various potential sources of funding. The second part of the funding worksheet allows you to calculate the individual payback periods for your AFV purchases.

Completing Part 1 of the Worksheet

To complete the first part of the worksheet on sources of funding, please turn to your state's section of this book. Look at the AFV funding opportunities in your state and insert those incentives for which you are eligible into the worksheet. In addition, read through your state's section to see if there are any other possible sources of funding. You may need to make some phone calls to get the details on some programs. Also examine the Federal section of this guide to determine any other incentives that you are eligible for.

Part 1 of the worksheet, "Sources of Funding," is divided into four headings: I. State Incentives, II. Utilities/Private Incentives, III. State Laws & Regulations, and IV. Federal Tax Incentives. Headings I - III correspond to headings under each state section. Heading IV corresponds to the federal section of the book.

- I. State Incentives** - If any state incentives apply to you, fill in the name of the programs on the lines, and enter the total dollar amount in the corresponding box under the "Amount You Expect to Receive" column.
- II. Utilities/Private Incentives** - If your local utility has an incentive program listed, you can insert that into the worksheet here. You may want to call the contact person listed to get the details on the program. In addition to what is listed, many local utility companies will work with customers on a case-by-case basis to provide custom incentives for AFVs. Call the local utility in your area for details. Some alternative fuel providers that are not utilities offer incentives for AFVs. In addition, when purchasing a new AFV, check with the manufacturer for any rebates.
- III. State Laws & Regulations** - Some state laws and regulations can provide savings for AFVs. For instance, several states offer sales tax exemptions for AFV purchases. If your state offers this exemption, you could figure out how much tax you would have paid and enter that amount in the worksheet. If the fuel tax in your state is lower on your alternative fuel of choice than on gasoline, you could calculate your fuel tax savings by multiplying the difference between the gasoline fuel tax and the alternative fuel tax by the vehicle's miles per gallon (mpg) to find the dollars per mile fuel tax savings. Then multiply the dollars per mile fuel tax savings by the annual driving distance you expect for your vehicle to find the fuel tax savings for the first year. Again, enter the total amount in the corresponding box.
- IV. Federal Tax Incentives** - The federal tax incentives on page 150 can be plugged right into the worksheet. For electric vehicles, the tax credit of 10% of the vehicle cost (up to \$4,000) can be entered directly in the corresponding box under numeral IV. For other AFVs, the value of the tax deduction will depend on your tax rate. To find the dollar value of the tax deduction, multiply the amount of the deduction by your tax rate. For example, if you were purchasing an AFV that qualified for the \$2,000 tax deduction, and your income level put you in the 28% tax bracket, the value of the tax deduction would be \$560. Check with your tax advisor for the details of how the federal tax incentives would apply to your specific situation, or call the Internal Revenue contact person listed with the federal tax incentives on page 150.

Once you have identified all the incentives that apply to you, simply add them up to see your potential savings, then enter the total in the box labeled **Total Funding**.

ALTERNATIVE FUEL VEHICLE INCENTIVES AND LAWS

Completing Part 2 of the Worksheet

Part 2 of the worksheet involves determining the payback period for your AFV. To calculate the payback period, follow these step-by-step instructions.

1. Determine the **Incremental Cost** for your vehicle by subtracting the cost of a comparable gasoline vehicle from the initial cost of your AFV. For converting existing vehicles, use the conversion cost as the **Incremental Cost**.
2. Subtract the **Total Funding** that you calculated in **Part 1** from the Incremental Cost (1a). This will give you the **Net Incremental Cost** (2a) of the AFV. If the **Net Incremental Cost** is less than zero, then your incentives offset the incremental cost for the AFV. You do not need to continue to figure your payback period, because you do not have any additional costs to pay back. For most people, the incentives will not be enough to cover the additional incremental costs of the AFV. However, if it costs you less to run your vehicle on the alternative fuel than it would to run it on gasoline, then you can use steps 3 through 5 to determine how many miles you will need to drive the vehicle to save enough in fuel costs to pay back the **Net Incremental Cost** of the AFV.
3. Determine your fuel costs per mile for using both the alternative fuel and gasoline. Complete section 3a, and then complete one of the two remaining sections, 3b or 3c, depending on the type of fuel for your AFV.
 - a) For gasoline, divide the per gallon price of gasoline by the vehicle's miles per gallon (mpg). For example, if the average price in your city for a gallon of gasoline is \$1.20, write \$1.20 in the box labeled "\$ per gallon." If your vehicle gets 20 miles per gallon, write 20 in the box labeled "vehicle mpg." Then divide \$1.20 by 20 to get \$0.06 per mile fuel cost.
 - b) For the alternative fuel, divide the price per gasoline gallon equivalent (gge) by the vehicle's miles per gge (mpgge) when operating on the alternative fuel. If you are buying a new vehicle, the manufacturer can provide you with this number. If you are converting a vehicle, the conversion company can provide you with an estimate of the mpg. For example, if you are converting to a natural gas vehicle (NGV), and natural gas will cost you \$0.75 per gge, write \$0.75 in the box labeled "\$ per gge." If the vehicle, once converted to natural gas will get 20 miles per gge, write 20 in the box labeled "vehicle mpgge." Then divide \$0.75 by 20 to get \$0.0375 per mile fuel cost.
 - c) For an electric vehicle, divide the price of electricity per kilowatt hour (kWh), by the miles the vehicle will get per kWh. The manufacturer or conversion company will be able to give you this figure. For example, if your electric rate is \$0.041 per kWh, write \$0.041 in the box labeled "\$ per kWh." If the vehicle will get 4 miles per kWh, enter 4 in the box labeled "vehicle miles per kWh." Then divide \$0.041 by 4 to get \$0.01025 per mile fuel cost.
4. Find your **\$ savings per mile** by subtracting the per mile fuel cost of the alternative fuel (box 3b or 3c) from the per mile gasoline cost (box 3a). For example, for the NGV shown above in 3b, subtract \$0.0375 per mile fuel cost from \$0.06 per mile gasoline cost in 3a to get a cost savings of \$0.0225 per mile.
5. To find the **Payback Period**, divide the **Net Incremental Cost** (box 2a) by the **\$ savings per mile** (box 4a) to get the payback period in miles. This calculates the number of miles the vehicle would need to be driven to pay back the additional incremental cost of the AFV.

ALTERNATIVE FUEL VEHICLE INCENTIVES AND LAWS

AFV FUNDING WORKSHEET – State of _____

PART 1 - Sources of Funding

Amount You Expect to Receive

I. State Incentives

\$

II. Utilities/Private Incentives

+ \$

III. State Laws & Regulations

+ \$

IV. Federal Tax Incentives

+ \$

Total Funding

= \$

PART 2 - Payback Period

1) To calculate an AFV's payback period, you first need to know the **Incremental Cost** of that vehicle compared to a comparable gasoline vehicle:

$$\begin{array}{ccccc} \$ & \boxed{} & - & \$ & \boxed{} & = & \$ & \boxed{} & 1a \\ \text{Initial Cost of AFV} & & & \text{Cost of Comparable Gasoline Vehicle} & & & \text{Incremental Cost *} & \end{array}$$

* NOTE: If you are converting existing fleet vehicles, then substitute the conversion cost for the **Incremental Cost**.

2) Subtract the **Total Funding** (the last box in Part 1) from the **Incremental Cost** (box 1a) to get the **Incremental Cost**.

$$\begin{array}{ccccc} \$ & \boxed{} & - & \$ & \boxed{} & = & \$ & \boxed{} & 2a \\ \text{Incremental Cost (from box 1a)} & & & \text{Total Funding (from part 1)} & & & \text{Net Incremental Cost} & \end{array}$$

3) To find the **\$ per mile fuel cost**, divide your fuel cost per gasoline gallon equivalent (gge) by your vehicle's miles per gallon (mpg). Do this calculation for both gasoline and the alternative fuel.

a) *gasoline:*

$$\begin{array}{ccccc} \$ & \boxed{} & \div & \boxed{} & \text{mpg} & = & \$ & \boxed{} & 3a \\ & \$ \text{ per gallon} & & \text{vehicle mpg} & & & \$ \text{ per mile fuel cost} & \end{array}$$

b) *alternative fuel:*

$$\begin{array}{ccccc} \$ & \boxed{} & \div & \boxed{} & \text{mpgge} & = & \$ & \boxed{} & 3b \\ & \$ \text{ per gge} & & \text{vehicle mpgge} & & & \$ \text{ per mile fuel cost} & \end{array}$$

c) *electric:*

$$\begin{array}{ccccc} \$ & \boxed{} & \div & \boxed{} & \text{mi/kWh} & = & \$ & \boxed{} & 3c \\ & \$ \text{ per kWh} & & \text{vehicle miles per kWh} & & & \$ \text{ per mile fuel cost} & \end{array}$$

4) Then subtract the **\$ per mile fuel cost** of your alternative fuel from the **\$ per mile fuel cost** of gasoline to find your **\$ savings per mile**.

$$\begin{array}{ccccc} \$ & \boxed{} & - & \$ & \boxed{} & = & \$ & \boxed{} & 4a \\ & \$ \text{ per mile fuel cost gasoline (from box 3a)} & & \$ \text{ per mile fuel cost alternative fuel (from box 3b or 3c)} & & & \$ \text{ savings per mile} & \end{array}$$

5) Then divide the **Net Incremental Cost** (box 2a) by the **\$ savings per mile** (box 4a) to get the payback period for your AFV in terms of miles.

$$\begin{array}{ccccc} \$ & \boxed{} & \div & \$ & \boxed{} & = & \boxed{} & \text{miles} \\ \text{Net Incremental Cost (from box 2a)} & & & \$ \text{ savings per mile (from box 4a)} & & & \text{Payback in miles} & \end{array}$$

Examples of Completed Worksheets

Example 1

Example 1 (on page 10) is the completed worksheet for the purchase of a new OEM (original equipment manufacturer) CNG (compressed natural gas) vehicle in Indiana (see page 57). Suppose you live in Indiana and are interested in purchasing a new CNG Ford F-Series Truck. In this example, the cost of the vehicle is \$27,580, and the cost of a comparable gasoline vehicle is \$24,000. The vehicle gets 18 miles to the gallon on either gasoline or CNG. Gasoline costs are \$1.20 per gallon, and CNG costs are \$0.75 per gge.

On page 57 you find, in the Indiana Highlights section, that the Small Business Energy Initiative Grant program will help pay for the incremental costs for the natural gas option on your vehicle. The minimum grant amount is \$2,000. The Small Business Energy Initiative program is put under the **State Incentives** heading in **Part 1** of the worksheet, with the amount of \$2,000 in the box in the **Amount You Expect to Receive** column. On page 57, you see that if you live in the service area of Southern Indiana Gas and Electric, you can receive a \$1,000 rebate on the purchase of an OEM AFV. Assuming that Southern Indiana Gas and Electric is your local gas utility, the rebate is put under the **Utilities/Private Incentives** heading in Part 1 of the worksheet, with the amount \$1,000 in the box in the **Amount You Expect to Receive** column. The text for each state also includes additional information on other AFV programs in the state.

For the **Federal Tax Incentives** heading, turn to page 150. The CNG truck qualifies for a \$2,000 tax deduction. If you are in the 28% tax bracket, the value of the tax deduction would be \$560. The \$2,000 federal tax deduction is put under the **Federal Tax Incentives** heading in **Part 1** of the worksheet, with the amount of \$560 in the box in the **Amount You Expect to Receive** column. Add together all of the numbers in the **Amount You Expect to Receive** column to get a **Total Funding** amount of \$3,560.

Part 2 of the worksheet calculates the payback period. In Step 1, subtract the \$24,000 cost of a comparable gasoline vehicle from the \$27,580 cost for the NGV to get the **Incremental Cost** of \$3,580. In Step 2, subtract the **Total Funding** of \$3,560 from the **Incremental Cost** of \$3,580 to get \$20 as your **Net Incremental Cost** after applying incentives. In Step 3a, divide the price of \$1.20 per gallon for gasoline by the vehicle fuel efficiency of 18 mpg, to get \$0.0667 per mile fuel cost. In Step 3b, divide \$0.75 per gge cost of CNG by the vehicle fuel efficiency of 18 mpg to get \$0.0417 per mile fuel cost. In Step 4, subtract the \$0.0417 per mile fuel cost (box 3b) from the \$0.0667 per mile gasoline cost (box 3a) to get a cost savings of \$0.025 per mile. In Step 5, divide the **Net Incremental Cost** of \$20 (box 2a) by the fuel cost **\$ savings per mile** of \$0.025 (box 4a) to get 800 miles as the payback period. The vehicle would need to be driven 800 miles to pay back the additional incremental cost of the AFV.

ALTERNATIVE FUEL VEHICLE INCENTIVES AND LAWS

Example 2

Example 2 (on page 11) is a completed worksheet for a CNG conversion in Illinois. The worksheet uses a conversion cost of \$4000, and fuel efficiencies of 18 miles per gge for the original gasoline vehicle and the vehicle on CNG after conversion. The cost for gasoline is assumed to be \$1.20 per gallon, and for CNG to be \$0.75 per gge. The state of Illinois offers a rebate of 80% of the conversion cost, up to \$4,000 (see page 54). This rebate is worth \$3,200 which is put under the **State Incentives** heading of Part 1 of the worksheet, and entered in the **Amount You Expect to Receive** column. The Federal tax deduction is then calculated and entered into the worksheet under **Federal Tax Incentives** as in Example 1, with \$560 entered in the **Amount you expect to receive** column. Adding together all of the figures in the **Amount You Expect to Receive** column, you get \$3,760 as the **Total Funding** amount.

Part 2 of the worksheet calculates the payback period as was done in Example 1. The conversion cost of \$4,000 is entered into **Incremental Cost** box 1a in Step 1 and again in Step 2 as shown in the worksheet. The **Total Funding** amount is subtracted from the **Incremental Cost**, and the resulting \$240 entered into the **Net Incremental Cost** box 2a. Step 3 calculates the **\$ per mile fuel cost** for the original gasoline vehicle and then for the converted CNG vehicle. The results, \$0.0667 for gasoline and \$0.0417 for CNG, are then subtracted in Step 4 to get a savings of \$0.025 per mile for the converted CNG vehicle. In Step 5, the **Net Incremental Cost** from box 2a is divided by the **\$ savings per mile** from box 4a to calculate the **Payback in miles** of 9,600 miles.

Example 3

Example 3 (on page 12) is a completed worksheet for the purchase of an EV in California. The incentives for California are on page 23. The worksheet assumes that the EV cost is \$32,000, and the cost of a comparable gasoline vehicle is \$20,000. A \$5,000 incentive for EV purchases is available from the South Coast Air Quality District. The federal tax credit for EVs is based on 10% of the vehicle cost, up to \$4,000. For the vehicle in the worksheet, the credit would be 10% of \$32,000 or \$3,200. Add these two incentives to get a **Total Funding** amount of \$8,200. **Part 2** assumes a cost for gasoline of \$1.20 per gallon, and a cost of electricity of \$0.041 per kWh, and an EV fuel efficiency of 4 miles per kWh. Using these figures, the payback period for the EV would be 76,381 miles.

NOTE: These examples are provided to give you an idea of how to use the worksheets. Your individual situation may be different, even if you live in the same state used in one of the examples. Be sure to call to your state regional Clean Cities contact to confirm the details of incentives that apply to you.

ALTERNATIVE FUEL VEHICLE INCENTIVES AND LAWS

EXAMPLE 1 AFV FUNDING WORKSHEET – Indiana - Natural Gas Vehicle Purchase

PART 1 - Sources of Funding

- I. State Incentives
Small Business Energy Initiative Grant Program (see page 57)
provides grants for AFV projects
minimum grant - \$2,000
- II. Utilities/Private Incentives
\$1,000 rebate from Southern Indiana Gas and Electric
(see page 57)
- III. State Laws & Regulations
- IV. Federal Tax Incentives
\$2,000 tax deduction (see page 150)
* \$2,000 * 0.28 = \$560
(28% tax bracket)

Amount You Expect to Receive

\$ 2,000

+ \$ 1,000

+ \$ 0

+ \$ 560

Total Funding = \$ 3,560

PART 2 - Payback Period

- 1) To calculate an AFV's payback period, you first need to know the **Incremental Cost** of that vehicle compared to a comparable gasoline vehicle:

$$\begin{array}{rcccl} \$ & 27,580 & - & \$ 24,000 & = & \$ 3,580 & 1a \\ & \text{Initial Cost of AFV} & & \text{Cost of Comparable Gasoline Vehicle} & & \text{Incremental Cost *} \end{array}$$

* NOTE: If you are converting existing fleet vehicles, then substitute the conversion cost for the **Incremental Cost**.

- 2) Subtract the **Total Funding** (the last box in Part 1) from the **Incremental Cost** (box 1a) to get the **Incremental Cost**.

$$\begin{array}{rcccl} \$ & 3,580 & - & \$ 3,560 & = & \$ 20 & 2a \\ & \text{Incremental Cost (from box 1a)} & & \text{Total Funding (from part 1)} & & \text{Net Incremental Cost} \end{array}$$

- 3) To find the **\$ per mile fuel cost**, divide your fuel cost per gasoline gallon equivalent (gge) by your vehicle's miles per gallon (mpg). Do this calculation for both gasoline and the alternative fuel.

a) gasoline:

$$\begin{array}{rcccl} \$ & 1.20 & \div & 18 \text{ mpg} & = & \$ 0.0667 & 3a \\ & \text{\$ per gallon} & & \text{vehicle mpg} & & \text{\$ per mile fuel cost} \end{array}$$

b) alternative fuel:

$$\begin{array}{rcccl} \$ & 0.75 & \div & 18 \text{ mpgge} & = & \$ 0.0417 & 3b \\ & \text{\$ per gge} & & \text{vehicle mpgge} & & \text{\$ per mile fuel cost} \end{array}$$

c) electric:

$$\begin{array}{rcccl} \$ & & \div & & = & \$ & 3c \\ & \text{\$ per kWh} & & \text{vehicle miles per kWh} & & \text{\$ per mile fuel cost} \end{array}$$

- 4) Then subtract the **\$ per mile fuel cost** of your alternative fuel from the **\$ per mile fuel cost** of gasoline to find your **\$ savings per mile**.

$$\begin{array}{rcccl} \$ & .0667 & - & \$.0417 & = & \$.025 & 4a \\ & \text{\$ per mile fuel cost gasoline (from box 3a)} & & \text{\$ per mile fuel cost alternative fuel (from box 3b or 3c)} & & \text{\$ savings per mile} \end{array}$$

- 5) Then divide the **Net Incremental Cost** (box 2a) by the **\$ savings per mile** (box 4a) to get the payback period for your AFV in terms of miles.

$$\begin{array}{rcccl} \$ & 20 & \div & \$ 0.025 & = & 800 & \text{miles} \\ & \text{Net Incremental Cost (from box 2a)} & & \text{\$ savings per mile (from box 4a)} & & \text{Payback in miles} \end{array}$$

ALTERNATIVE FUEL VEHICLE INCENTIVES AND LAWS

EXAMPLE 2

AFV FUNDING WORKSHEET – Illinois - Compressed Natural Gas Vehicle Conversion

PART 1 - Sources of Funding

I. State Incentives

80% rebate for conversion cost

Conversion cost = \$4,000; \$4,000 * 0.80 = \$3,200

(see page 54)

II. Utilities/Private Incentives

III. State Laws & Regulations

IV. Federal Tax Incentives

IRS tax deduction 0.28 * \$2,000 = \$560 (see page 150)

(28% tax bracket)

Amount You Expect to Receive

\$ 3,200

+ \$

+ \$

+ \$ 560

Total Funding = \$ 3,760

PART 2 - Payback Period

1) To calculate an AFV's payback period, you first need to know the **Incremental Cost** of that vehicle compared to a comparable gasoline vehicle:

$$\begin{array}{rcccl} \$ & \boxed{4,000} & - & \$ \boxed{} & = & \$ \boxed{4,000} & 1a \\ & \text{Initial Cost of AFV} & & \text{Cost of Comparable Gasoline Vehicle} & & \text{Incremental Cost *} \end{array}$$

* NOTE: If you are converting existing fleet vehicles, then substitute the conversion cost for the **Incremental Cost**.

2) Subtract the **Total Funding** (the last box in Part 1) from the **Incremental Cost** (box 1a) to get the **Incremental Cost**.

$$\begin{array}{rcccl} \$ & \boxed{4,000} & - & \$ \boxed{3,760} & = & \$ \boxed{240} & 2a \\ & \text{Incremental Cost (from box 1a)} & & \text{Total Funding (from part 1)} & & \text{Net Incremental Cost} \end{array}$$

3) To find the **\$ per mile fuel cost**, divide your fuel cost per gasoline gallon equivalent (gge) by your vehicle's miles per gallon (mpg). Do this calculation for both gasoline and the alternative fuel.

a) gasoline:

$$\begin{array}{rcccl} \$ & \boxed{1.20} & \div & \boxed{18} \text{ mpg} & = & \$ \boxed{.0667} & 3a \\ & \$ \text{ per gallon} & & \text{vehicle mpg} & & \$ \text{ per mile fuel cost} \end{array}$$

b) alternative fuel:

$$\begin{array}{rcccl} \$ & \boxed{0.75} & \div & \boxed{18} \text{ mpgge} & = & \$ \boxed{.0417} & 3b \\ & \$ \text{ per gge} & & \text{vehicle mpgge} & & \$ \text{ per mile fuel cost} \end{array}$$

c) electric:

$$\begin{array}{rcccl} \$ & \boxed{} & \div & \boxed{} \text{ mi/kWh} & = & \$ \boxed{} & 3c \\ & \$ \text{ per kWh} & & \text{vehicle miles per kWh} & & \$ \text{ per mile fuel cost} \end{array}$$

4) Then subtract the **\$ per mile fuel cost** of your alternative fuel from the **\$ per mile fuel cost** of gasoline to find your **\$ savings per mile**.

$$\begin{array}{rcccl} \$ & \boxed{.0667} & - & \$ \boxed{.0417} & = & \$ \boxed{.025} & 4a \\ & \$ \text{ per mile fuel cost gasoline (from box 3a)} & & \$ \text{ per mile fuel cost alternative fuel (from box 3b or 3c)} & & \$ \text{ savings per mile} \end{array}$$

5) Then divide the **Net Incremental Cost** (box 2a) by the **\$ savings per mile** (box 4a) to get the payback period for your AFV in terms of miles.

$$\begin{array}{rcccl} \$ & \boxed{240} & \div & \$ \boxed{.025} & = & \boxed{9,600} \text{ miles} \\ & \text{Net Incremental Cost (from box 2a)} & & \$ \text{ savings per mile (from box 4a)} & & \text{Payback in miles} \end{array}$$

ALTERNATIVE FUEL VEHICLE INCENTIVES AND LAWS

EXAMPLE 3 AFV FUNDING WORKSHEET – California - Electric Vehicle Purchase

PART 1 - Sources of Funding

- I. State Incentives
South Coast Air Quality Management District
\$5,000/Electric Vehicle (see pages 23–24)
- II. Utilities/Private Incentives
- III. State Laws & Regulations
- IV. Federal Tax Incentives
Federal tax credit for electric vehicle (see page 150)
10 percent of vehicle cost up to \$4,000
Vehicle cost = \$32,000 * 0.10 = \$3,200

Amount You Expect to Receive

\$ 5,000

+ \$

+ \$

+ \$ 3,200

Total Funding = \$ 8,200

PART 2 - Payback Period

- 1) To calculate an AFV's payback period, you first need to know the **Incremental Cost** of that vehicle compared to a comparable gasoline vehicle:

$$\begin{array}{rcccl} \$ & 32,000 & - & \$ 20,000 & = & \$ 12,000 & 1a \\ & \text{Initial Cost of AFV} & & \text{Cost of Comparable Gasoline Vehicle} & & \text{Incremental Cost *} \end{array}$$

* NOTE: If you are converting existing fleet vehicles, then substitute the conversion cost for the **Incremental Cost**.

- 2) Subtract the **Total Funding** (the last box in Part 1) from the **Incremental Cost** (box 1a) to get the **Incremental Cost**.

$$\begin{array}{rcccl} \$ & 12,000 & - & \$ 8,200 & = & \$ 3,800 & 2a \\ & \text{Incremental Cost (from box 1a)} & & \text{Total Funding (from part 1)} & & \text{Net Incremental Cost} \end{array}$$

- 3) To find the **\$ per mile fuel cost**, divide your fuel cost per gasoline gallon equivalent (gge) by your vehicle's miles per gallon (mpg). Do this calculation for both gasoline and the alternative fuel.

a) gasoline:

$$\begin{array}{rcccl} \$ & 1.20 & \div & 20 \text{ mpg} & = & \$ 0.06 & 3a \\ & \text{\$ per gallon} & & \text{vehicle mpg} & & \text{\$ per mile fuel cost} \end{array}$$

b) alternative fuel:

$$\begin{array}{rcccl} \$ & & \div & & = & \$ & 3b \\ & \text{\$ per gge} & & \text{vehicle mpgge} & & \text{\$ per mile fuel cost} \end{array}$$

c) electric:

$$\begin{array}{rcccl} \$ & 0.041 & \div & 4 \text{ mi/kWh} & = & \$ 0.01025 & 3c \\ & \text{\$ per kWh} & & \text{vehicle miles per kWh} & & \text{\$ per mile fuel cost} \end{array}$$

- 4) Then subtract the **\$ per mile fuel cost** of your alternative fuel from the **\$ per mile fuel cost** of gasoline to find your **\$ savings per mile**.

$$\begin{array}{rcccl} \$ & .06 & - & \$ 0.01025 & = & \$ 0.04975 & 4a \\ & \text{\$ per mile fuel cost gasoline (from box 3a)} & & \text{\$ per mile fuel cost alternative fuel (from box 3b or 3c)} & & \text{\$ savings per mile} \end{array}$$

- 5) Then divide the **Net Incremental Cost** (box 2a) by the **\$ savings per mile** (box 4a) to get the payback period for your AFV in terms of miles.

$$\begin{array}{rcccl} \$ & 3,800 & \div & \$ 0.04975 & = & 76,381 & \text{miles} \\ & \text{Net Incremental Cost (from box 2a)} & & \text{\$ savings per mile (from box 4a)} & & \text{Payback in miles} \end{array}$$

STATE ALTERNATIVE FUEL VEHICLE INCENTIVES AND LAWS

The information in this guide is current as of September 15, 1998. However, programs and laws change constantly, so this information will need to be updated continuously. We encourage you to access the Incentives and Laws information on the Alternative Fuel Vehicle Fleet Buyer's Guide Web site at <http://www.fleets.doe.gov> for the most current data. If your organization is not listed, or if the information on your organization's programs has changed, please contact Johanna Woelfel, National Conference of State Legislatures, at (303) 830-2200, (303) 863-8003-fax, or email afv_inlaws@afdc.nrel.gov so corrections can be made in the database.

Overview

The main incentive for alternative fuel vehicles in Alabama is assistance from the Alabama Department of Economic and Community Affairs for up to \$25,000 per project for conversion of fleet vehicles. Several Alabama natural gas utilities support natural gas vehicle (NGV) programs and will offer incentives on a case-by-case basis.

State Incentives

The Alabama Department of Economic and Community Affairs assists with the cost of converting some fleet vehicles, and several natural gas utilities offer incentives on a case-by-case basis for NGVs. Various private incentives are also available.

Utilities/Private Incentives

Alabama Gas Corporation is part of a joint venture, Monarch CNG, to establish a network of natural gas filling stations throughout Alabama and to assist fleet operators. Monarch offers financing at 9.5% for vehicle conversions. Monarch has opened a public compressed natural gas (CNG) refueling station in Birmingham, and is pricing CNG at 63% of the average street price of the lowest grade of unleaded gasoline. For more information, contact Bob Strickland at (205) 326-8449.

Mobile Gas Service will offer customers incentives for converting vehicles to natural gas on a case-by-case basis. Mobile Gas Service has a special lower rate for natural gas used to fuel NGVs. Assistance with CNG refueling stations includes sizing and construction assistance, and financing. Mobile Gas Service offers technical assistance, vehicle conversion training, and operates one public CNG refueling station in conjunction with Conoco. Contact Stephen Russell at (334) 450-4714 for additional information.

Southern Natural Gas provides technical assistance to customers wishing to convert to NGVs. Incentives are available on a case-by-case basis for a refueling facility, NGV conversions, and original equipment manufacturer NGV purchases. Southern Natural Gas offers station financing and station design through subsidiary Sonat Ventures, also a part of the Monarch CNG joint venture. For additional information, call Mary Atchley at (205) 325-3710.

Laws and Regulations

The state road tax for propane vehicles and NGVs is paid through a flat-fee sticker in place of the per gallon tax on gasoline.

Points of Contact

Alabama State Energy Office

Alabama Department of Economic and Community Affairs
Russell Moore
Phone: (334) 242-5294

Mobile Gas Service

Walter Aikens
Phone: (334) 450-4714

Metropolitan Planning Organizations

Birmingham Regional Planning Commission
William Foisy
Phone: (205) 251-8139
Web site: <http://www.bham.net/brpc/index.html>

Alabama Gas Corporation

Alagasco Fleet
Ken Hyde
Phone: (205) 326-8449

Southern Natural Gas

Joe Gordon
Phone: (205) 325-7323

Alabama State Transportation

Jerry Peters
Phone: (334) 242-6078

ALABAMA ALTERNATIVE FUEL VEHICLE INCENTIVES AND LAWS

U.S. Department of Energy
Atlanta Regional Support Office
Clean Cities Regional Contact
Steve Hortin
Phone: (404) 347-0239
Fax: (404) 347-3098
Email: steve.hortin@hq.doe.gov

U.S. Department of Transportation
Federal Highway Administration
Region 4
Andy Edwards
Phone: (404) 562-3665

General Services Administration
Regional Fleet Manager
Region 4
Jill Stang
Phone: (404) 331-5150
Fax: (404) 331-1879
Email: jill.stang@gsa.gov

U.S. Environmental Protection Agency
Regional Pollution Prevention Coordinator
Region 4
Bernie Hayes
Phone: (404) 562-9430
Fax: (404) 562-9066
Email: hayes.bernie@epamail.epa.gov

U.S. Department of Energy
Atlanta Regional Support Office
Clean Cities Regional Contact
Yolanda Jones
Phone: (404) 347-2386
Fax: (404) 347-3098
Email: yolonda.jones@hq.doe.gov

U.S. Department of Transportation
Federal Transit Administration
Region 4
Alex McNeil
Phone: (404) 562-3500
Fax: (404) 562-3505

U.S. Environmental Protection Agency
Don Ahern
Regional Pollution Prevention Coordinator
Region 4
Phone: (404) 562-9028
Fax: (404) 562-9066

Overview

Private incentives available in the state of Alaska focus on conversion to natural gas vehicles (NGV).

State Incentives

For more information, contact Barbara Shepherd, Alaska Department of Environmental Conservation, at (907) 465-5100.

Utilities/Private Incentives

ENSTAR Natural Gas Co. offers technical assistance and information to customers interested in converting to NGVs. ENSTAR participates in a local NGV coalition with the state of Alaska and the city of Anchorage to build four Nereberol-9 public compressed natural gas (CNG) refueling stations in the Anchorage area. For more information, contact Dave Webb at (907) 264-3794.

Laws and Regulations

Fuel containing 10% alcohol by volume is exempt from an \$0.08 per gallon tax.

Fuels with a minimum oxygen content of 2.7% by weight are required under state statute to be used in Anchorage from November 1 through March 1. This requirement is currently being met with ethanol-blended fuels.

Because Anchorage failed to attain the National Ambient Air Quality Standards for carbon monoxide by December 31, 1996, municipal and state government fleets were required to acquire CNG-fueled vehicles beginning in 1998.

Points of Contact

Alaska Department of Environmental Conservation

Air Quality Improvement
Barbara Shepherd
Phone: (907) 465-5100
Fax: (907) 465-5129
Web site: <http://www.state.ak.us>

Metropolitan Planning Organizations

Anchorage Metropolitan Area Transportation Study
Lance Wilber
Phone: (907) 343-4262
Fax: (907) 343-4100
Email: cpd@ci.anchorage.ak.us

Alaska State Transportation

Tom Brigham
Phone: (907) 465-6978
Fax: (907) 465-6984
Email: tom_brigham@dot.state.ak.us
Web site: <http://www.dot.state.ak.us>

Alaska State Energy Office

Alaska Housing Finance Corporation
Cary Bolling
Phone: (907) 338-6100
Fax: (907) 338-1747
Web site: <http://www.ahfc.state.ak.us>

ENSTAR Natural Gas Company

Dave Webb
Phone: (907) 264-3794
Fax: (907) 563-4085

Alaska Department of Transportation and Public Works

Paul Prusak
Phone: (907) 451-2382

Alaska State Energy Office

Alaska Housing Finance Corporation
Cary Bolling
Phone: (907) 338-6100
Web site: <http://www.ahfc.state.ak.us>

Federal Transit Administration

Michael J. Williams
Phone: (206) 220-7954
Fax: (206) 220-7959
Email: michael.williams@fta.dot.gov

ALASKA ALTERNATIVE FUEL VEHICLE INCENTIVES AND LAWS

U.S. Department of Transportation

Federal Highway Administration
Region 10
Lisa Hanf
Phone: (503) 326-2053
Fax: (503) 326-3928
Web site: <http://www.FHWA.DOT.GOV>

U.S. Department of Energy

Seattle Regional Support Office
Clean Cities Regional Contact
Roxanne Dempsey
Phone: (206) 553-2155
Fax: (206) 553-2200
Email: roxanne.dempsey@hq.doe.gov

General Services Administration

Regional Fleet Manager
Region 10
Florence Emerson
Phone: (206) 931-7587

Alaska Statehouse

General Statehouse Number
Phone: (907) 465-2111

U.S. Department of Transportation

Federal Transit Administration
Region 10
Pat Levine
Phone: (206) 220-7954

U.S. Environmental Protection Agency

Carolyn Gangmark
Regional Pollution Prevention Coordinator
Region 10
Phone: (206) 553-4072
Fax: (206) 553-8338
Email: gangmark.carolyn@epamail.epa.gov
Web site: <http://www.epa.gov/region10>

Federal Transit Administration

Michael J. Williams
Phone: (206) 220-7954
Fax: (206) 220-7959
Email: michael.williams@fta.dot.gov

ARIZONA ALTERNATIVE FUEL VEHICLE INCENTIVES AND LAWS

Arizona is the proud home of the Maricopa Association of Governments Clean Cities Coalitions.

Overview

Arizona has several forms of rebates and incentives available for the purchase and use of alternative fuel vehicles (AFVs), including an income tax reduction, vehicle license tax reductions, and fuel tax reductions.

Highlights

- A \$1,000 tax credit is available for the purchase or conversion to AFVs.
- A \$1,000 grant is available for home or small business refueling equipment and installation appliances.

State Incentives

Arizona offers a grant of \$1,000 for installing AFV refueling stations. This grant may be used to install a residential recharging site. Grants of up to \$100,000 are available for the construction of public AFV refueling stations.

House Bill (HB) 2095 (Chapter 160) allows businesses and individuals to subtract 25% of the purchase or conversion cost of AFVs from their gross income. Businesses may subtract up to \$5,000 for the purchase of a new vehicle, and up to \$3,000 for the conversion of a vehicle. Individuals may subtract up to \$10,000 for the purchase of a new vehicle, and up to \$5,000 for the conversion of a vehicle. The subtraction must be taken in thirds over a 3-year period. These income tax subtractions are in lieu of a grant or tax credit.

HB 2433 (Chapter 176) reduces the annual vehicle license tax on an AFV from 60% of the assessed value to 1%. The vehicle is taxed \$4 for every \$100 in assessed value. There is a minimum assessment of \$5.

HB 2575 allows an individual or business to take a credit from income tax for each AFV purchase or conversion to AFV. The credit may be carried forward for 5 years.

For more information on these programs, contact Bill Biesemeyer, Department of Commerce Energy Office, at (602) 280-1430.

Senate Bill (SB) 1269 (of 1998) provides a \$2,000 tax credit for the purchase, lease, or conversion of a dedicated AFV or the purchase of a dedicated alternative fuel delivery system between 1998 and 2001. In addition, individual and corporate buyers who lease or purchase an original equipment manufacturer's (OEM's) AFV can receive a credit ranging from 50% to 90% of the incremental cost above the cost of a conventionally fueled vehicle. Fuel station owners can claim up to 50% of the costs incurred, to a maximum of \$400,000 for a public-accessible station or a station that dispenses renewable fuel. Owners of other stations can receive up to 25% of costs for conversion, to a maximum of \$200,000.

SB 1269 also increases the maximum corporate income tax subtraction to \$10,000 for the purchase of a new AFV and \$5,000 for AFV conversions.

Home fueling and fueling station grants allow individuals and businesses to apply to the Arizona Department of Commerce Energy Office for a grant of up to \$2,000 for each AFV that is leased or owned for a period of at least 3 years.

A credit is allowed for each factory manufactured AFV purchased or leased for at least 3 years based on the certified emissions level. A credit of 50% of the incremental cost is allowed for vehicles certified to meet the U.S. Environmental Protection Agency's (EPA's) Low Emission Vehicle Standard. A credit of 75% of the incremental cost is allowed for those meeting the Ultra-Low or Inherently Low Emission Vehicle Standard. A credit of 95% of the incremental cost is allowed for those meeting the Zero Emission Vehicle Standard.

New AFVs, as well as the equipment used to convert an existing vehicle to alternative fuels, are exempt from retail sales tax.

The Electric Charging Tax Credit allows a \$75 income tax credit to offset the cost of installing a residential electric vehicle (EV) charging outlet. The taxpayer that builds the home receives the credit, but it can be passed on to a purchaser. If taxes owed are less than the credit, the credit can be carried forward up to 5 years.

Utilities/Private Incentives

Arizona Public Service (APS) is installing EV-charging stations throughout the metropolitan Phoenix area and providing free electricity to these stations for the first year. APS is also promoting EV loans to business, civic, and education leaders in the metropolitan Phoenix area to further advocate the vehicles and to gain needed information on a variety of driving styles. For more information, contact Cassius McChesney at (602) 250-3124 or (602) 250-3872-fax.

Laws and Regulations

SB 1002 (1996) (Chapter 6) sets aside a portion of state lottery earnings for a local transportation assistance fund and established grants for purchasing and converting to AFVs for public entities.

HB 2575 (Chapter 353) authorized \$2 million for the alternative fuel delivery system and filling station development fund. The bill allows individuals to apply to the Department of Commerce for a grant of up to \$1,000 for the purchase and installation of alternative fuel systems that are to be installed on the individual's property.

EVs are exempt from the vehicle emissions tests and fees.

The registration fees for AFVs are reduced through 1998.

Since April 1997, special license plates are required for AFVs. AFVs with the special license plate are allowed to utilize high occupancy vehicle lanes.

HB 2575 (Chapter 353) provides grants of up to \$100,000 to private sector entities to build alternative fuel stations that are accessible to the public.

HB 2575 (Chapter 353) allows school districts to use savings that result from the use of alternative fuels to purchase or convert vehicles to alternative fuels or to pay for fueling facilities.

HB 2347 (1998) subjects gasoline sold in Maricopa County to waivers granted by EPA pursuant to federal law. Registered suppliers or oxygenate blenders can petition the director of the Department of Weights and Measures to request that all registered suppliers and oxygenate blenders be allowed to comply with specific statutes governing gasoline and its oxygen content.

HB 2310 (1998) revised the handling of fuel tax manifests and permits.

HB 2095 (Chapter 160) allows individuals to subtract up to \$5,000 from gross income for the costs of refueling equipment installed on the taxpayer's property. The subtraction must be taken in thirds over a 3-year period.

SB 2001 allocated \$2.9 million to be distributed to school districts to pay for the conversion of buses and vehicles to alternative fuels or to pay for the incremental cost of an AFV over a gasoline or diesel vehicle.

SB 1427 (1998), states that an AFV should at a minimum, comply with federal EPA standards for emissions. The bill gives credit for alternative fuel vehicles and equipment and appropriates over \$2,000,000 to specific air-quality measure programs.

Chapter 269 allows for a tax credit for a 3-year (or more) lease of an AFV. The value of this incentive is \$1,000.

House Rule 2433 (Chapter 176) reduces the taxable value of a car from 60% standard index value of purchase price to 1% of the estimated value. This assessed value is then taxed \$4 for every \$100 (4%). The value of this incentive is \$262. This law sunsets January 1, 1999.

Points of Contact

U.S. Department of Energy
Seattle Regional Support Office
Clean Cities Regional Contact
Roxanne Dempsey
Phone: (206) 553-2155
Fax: (206) 553-2200
Email: roxanne.dempsey@hq.doe.gov

General Services Administration
Regional Fleet Manager
Region 9
Nathaniel Reed
Phone: (510) 637-4640
Fax: (510) 637-4641
Email: nathaniel.reed@gsa.gov

ARIZONA ALTERNATIVE FUEL VEHICLE INCENTIVES AND LAWS

U.S. Environmental Protection Agency
Regional Pollution Prevention Coordinator
Region 9
Bill Wilson
Phone: (415) 744-2192

State Energy Office
Arizona Dept. of Commerce
Energy Office
Bill Biesemeyer
Phone: (602) 280-1430
Fax: (602) 280-1445
Web site: <http://www.commerce.state.az.us>

Metropolitan Planning Organization
Maricopa Association of Governments
Leslie Dornfeld
Phone: (602) 254-6308

Arizona State Transportation
Bill Sapper
Phone: (602) 255-7465

Tucson Electric Power Company
Electric Transportation Program Director
Andrew Meyer, PE
Phone: (520) 884-3706
Fax: (520) 770-2065

U.S. Department of Transportation
Federal Transit Administration
Region 9
Donna Turchie
Phone: (415) 744-3133

U.S. Department of Transportation
Federal Highway Administration
Region 9
Bob O'Loughlin
Phone: (415) 744-3823
Fax: (415) 744-2620

Arizona Statehouse
General Statehouse Number
Phone: (602) 542-4900

Arizona Public Service
APS Electric
Cassius McChesney
Phone: (602) 250-3124
Fax: (602) 250-3872

Metropolitan Planning Organization
Pima Association of Governments
Thomas Swanson
Phone: (602) 792-1093

Salt River Project
Rick Schumm
Phone: (602) 236-6554
Fax: (602) 236-6755

U.S. Environmental Protection Agency
Pollution Prevention Coordinator
Region 9
Eileen Sheehan
Phone: (415) 744-2190

Maricopa Association of Governments (Phoenix)
Clean Cities Coalition
Leslie Dornfeld
Phone: (602) 254-6308
(602) 253-3874
Email: ldornfel@mg.statet.az.gov

ARKANSAS ALTERNATIVE FUEL VEHICLE INCENTIVES AND LAWS

Arkansas is the proud home of the Little Rock and the Central Arkansas Clean Cities Coalitions.

Overview

The major incentive for alternative fuel vehicles (AFVs) in Arkansas is a rebate available from the Arkansas Energy Office for conversions or original equipment manufacturer (OEM) incremental costs for AFVs. Additional state and private incentives are also available.

State Incentives

A \$250,000 fund has been established for rebates on the cost of converting vehicles to alternative fuels. The fund provides for a rebate of 50% for CNG and electric vehicle conversions up to \$2,000, and for LPG and alcohol conversions up to \$1,000. The rebates are also available for the purchase of an OEM AFV. For more information, contact Morris Jenkins, Arkansas Energy Office, at (501) 682-7377.

Utilities/Private Incentives

Arkansas Louisiana Gas (Arkla) has a special lower rate for CNG used to fuel vehicles. Arkla offers technical assistance and station design assistance for natural gas refueling stations. For more information, contact Arthur Connerly at (501) 377-4877, or Dwayne Brown at (501) 377-4742, (501) 377-4876-fax, or visit the Web site at <http://www.noram.com/arkla/contacts/ntml>.

Laws and Regulations

The state established an 11-member Alternative Fuels Commission to promote the development of alternative fuel use in the state.

Propane vehicles are taxed through a yearly flat-fee sticker tax in lieu of the gasoline road tax. The amount of the sticker fee is based on the vehicle's gross vehicle weight. For example, the sticker fee for a pick-up truck is around \$195/year.

CNG sold to propel motor vehicles is taxed at \$0.05 per gasoline gallon equivalent for the first 1,000 CNG vehicles used within the state. The tax will be raised incrementally as more CNG vehicles are used within the state.

Points of Contact

Central Arkansas Clean Cities Coordinator

Little Rock Arkansas
Assistant City Manager
Cy Carney
Phone: (501) 371-4510
Fax: (501) 371-4498
Email: 103022.2023@compuserve.com

U. S. Department of Transportation

Federal Highway Administration
Region 4
Andy Edwards
Phone: (404) 562-3665

Arkansas State Energy Office

Morris Jenkins
Phone: (501) 682-7377
Fax: (501) 682-2703

Arkansas State Transportation

Steve Teague
Phone: (501) 569-2241

ARKANSAS ALTERNATIVE FUEL VEHICLE INCENTIVES AND LAWS

Arkansas Louisiana Gas (Arkla)

Dwayne Brown

Phone: (501) 377-4742

Fax: (501) 377-4876

Web site: <http://www.noram.com/arkla/contacts/html>

U.S. Department of Energy

Atlanta Regional Support Office

Clean Cities Regional Contact

Steve Hortin

Phone: (404) 347-0239

Fax: (404) 347-3098

Email: steve.hortin@hq.doe.gov

U.S. Department of Energy

Atlanta Regional Support Office

Clean Cities Regional Contact

Yolanda Jones

Phone: (404) 347-2386

Fax: (404) 347-3098

Email: yolanda.jones@hq.doe.gov

CALIFORNIA ALTERNATIVE FUEL VEHICLE INCENTIVES AND LAWS

California is the proud home of the following Clean Cities Coalitions: Coachella Valley, East Bay, Lancaster, Long Beach, Los Angeles, Riverside, Sacramento, San Diego, San Francisco, San Joaquin Valley, South Bay, and the Southern California Association of Governments (SCAG).

SCAG submitted a “Clean City” application on behalf of many cities and counties in Southern California. Each of these cities and counties has received the Clean City designation. Nine cities (Camarillo, Moorpark, Ojai, Oxnard, Port Hueneme, Santa Paula, Simi Valley, Thousand Oaks, and Ventura) in the county and all the unincorporated areas of the county have the Clean City designation. The only other city, Fillmore, in Ventura County, has applied through SCAG for the Clean City designation.

Overview

California has a wide variety of incentives for alternative fuel vehicles (AFVs). The California Energy Commission’s (CEC) Zero Emission Vehicle Demonstration Program has allocated \$1.7 million (half from CEC funds and half from air district funds) to provide incentives for the purchase of or conversion to AFVs. The program provides a \$5,000 buy-down incentive to purchasers/leasees of qualifying electric vehicles (EVs) in five California air districts. Participating air districts are: Bay Area Air Quality Management District (AQMD), Sacramento Metropolitan AQMD, San Diego County Air Pollution Control District (APCD), Santa Barbara County APCD, and Ventura County APCD. Air districts in California that have not attained state and federal air quality standards may collect an annual surcharge of up to \$4 per vehicle as part of the California Department of Motor Vehicles’ registration fee. These funds are used for projects related to reducing pollution from motor vehicles, including AFV programs.

The San Diego Regional Alternative Fuel Vehicle Coalition offers the “Clean Cities AFV Incentives Program” to coalition members in good standing. Under a grant received from the 1997 State Energy Program’s Special Projects Grant, a total of \$30,000 is available for an AFV purchase or conversion, and compressed natural gas (CNG) and EV infrastructure development. The coalition offers \$1,000 for AFV purchase or conversion with a limit of \$2,000 per single entity; \$500 for EV public or workplace charging; a limit of \$1,000 per single entity; \$500 for CNG-fueling appliance. For more information, contact Kim Cresencia, Clean Cities Coordinator, at (619) 654-1107.

The Ventura County Air Pollution Control District a Motor Vehicle Emission Reduction Program. The district issues a request for proposals (RFP) for the Motor Vehicle Emission Reduction Program in June or July of each year. Motor vehicle emission reductions must be quantifiable and must occur in Ventura County. The district is willing to do cost sharing with other districts with the percent of total funding not to be greater than the percent of emission reductions in Ventura County. The grant amount is currently \$200,000 per year. For more information, contact Jerry Mason at (805) 645-1479 or (805) 645-1444-fax.

Highlights

- A \$5,000 incentive towards the purchase or lease of qualified zero emission vehicles (ZEVs) for public and private fleets and individuals is available from the CEC in partnership with five California air districts, the Bay Area AQMD, Sacramento Metropolitan AQMD, San Diego AFCD, Santa Barbara APCD, and the Ventura County APCD.
- A \$5,000 incentive towards the purchase or lease of qualified ZEVs is available from the South Coast Air Quality Management District (SCAQMD).
- \$200–\$800 incentives are available from SCAQMD for AFVs operating 75% of the time in the Sacramento air district.
- A \$1,000 incentive is available from the San Diego Air Pollution Control District for dedicated (natural gas vehicles) NGVs or certified low emission vehicle (LEV) conversions through July 1999.
- Over \$35 million has been awarded (to date) to public agencies in the Bay Area for demonstrations of clean fuel vehicles.
- The Ventura County Air Pollution Control District has a Motor Vehicle Emission Reduction Program that provides grants for clean vehicle projects.

State Incentives

The CEC, in partnership with the Bay Area AQMD, Sacramento Metropolitan AQMD, San Diego County APCD, Santa Barbara County APCD, and Ventura County APCD, offers a \$5,000 incentive for qualifying EVs. Contact Gail Seymour at (916) 654-4683 for more information.

APCDs in California that have not attained state and federal air quality standards may collect an annual surcharge of up to \$4 per vehicle as part of the California Department of Motor Vehicles' registration fee (via Assembly Bill 2766). These funds are used for projects related to reducing pollution from motor vehicles. Each APCD runs its own program and has a different funding level. For example, in the South Coast, for every \$1.00 collected, \$0.30 goes to the SCAQMD, \$0.30 goes to the MSRC for the Discretionary Fund Program, and \$0.30 is distributed to local governments for implementation of mobile source programs. Funds are available to local governments, government agencies, private industry, and research institutions, with a preference for partnerships and coalitions. Most APCDs have formal RFPs at specific times during the year.

San Diego APCD offers a \$1,000 incentive for NGV purchases or conversion; \$5,000 is available for EV purchases or leases. A total of up to \$25,000 per single entity is available on a first-come, first-served basis. Up to \$100,000 is available for CNG fueling stations, not to exceed 50% of the cost. Finally, up to \$15,000 is available for EV public charging stations. The incentive must not exceed 50% of the cost, and a total of \$30,000 is available per single entity on a first-come, first-served basis. The San Diego Gas and Electric Company administer the program. For more information, contact Kim Cresencia at (619) 654-1107, email kcresenc@imx.sdge.com, or visit the Web site at <http://www.sdge.com>.

The San Luis Obispo County APCD offers a grant program for mobile-source projects, which include alternative fuels projects. Grants are \$180,000 per year, however, the project's fund may not exceed \$75,000. Applications are due during the first quarter of the year. For more information, contact James Pickens at (805) 781-5912, (805) 781-1002-fax, or email cleanair@sloapcd.dst.ca.us or visit the Web site at <http://www.sloapcd.dst.ca.us>.

The Ventura County Air Pollution Control District has a Motor Vehicle Emission Reduction Program. The district issues an RFP for the Motor Vehicle Emission Reduction Program in June or July each year. Motor vehicle emissions reductions must be quantifiable and must occur in Ventura County. The district is willing to do cost sharing with other districts with the percent of total funding not to be greater than the percent of emission reductions in Ventura County. The grant amount is currently \$200,000 per year but that amount could increase. A concept proposal is due in September of each year, with final proposals due in November. A final proposal will not be accepted if a concept proposal is not submitted. Funding approval will be in the second quarter of the calendar year. Contact Jerry Mason at (805) 645-1479, (805) 645-1444-fax, or email jerry@vcapcd.org.

Contact your local APCD to request information about its specific program. Ask the APCD to put your name on its mailing list to receive meeting notices, program announcements, and RFPs.

SCAQMD offers an incentive program for low emission vehicles (ultra-low emission vehicles [ULEVs], super ultra-low emission vehicles, and ZEVs), and off-road EVs less than 50 horsepower (hp). The incentives are available on a one-time basis starting at \$550 for a light-duty ULEV to \$1,600 for a medium-duty ZEV. A total of \$1,000 is available for an off-road vehicle under 50 hp. For more information, contact the Mobile Source Division, via Freya Arick at (916) 386-6682.

The SCAQMD also administers the Air Quality Investment Program that funds proposals for improving air quality, including AFV projects. The program is administered quarterly. Contact Connie Day at (909) 396-3055, (909) 396-3306-fax, email cday@aqmd.gov, or visit the Web site at <http://www.aqmd.gov> for more information on the current RFPs.

SCAQMD and CEC offer a program with participating original equipment manufacturer (OEM) dealerships. The program is funded for \$100,000 and a total of \$5,000 per vehicle is available on a first-come, first-served basis. The \$5,000 is offered as a buy-down incentive available for CEC qualified zero-emission vehicles (ZEVs) sold or leased to persons or businesses within the Sacramento Federal Ozone Non-attainment Area. For more information, contact the Mobile Source Division of SMAQMD at (916) 386-6640.

The Mojave Desert AQMD offers a grant program for projects that reduce emissions from mobile sources. Proposals accepted every 2 years. A \$400-500,000 grant is given every 2 years. For more information, contact Cynthia Specht at (760) 245-1661, ext. 5597; (760) 245-2022- fax; email cspecht@mdaqmd.ca.gov; or visit the Web site at <http://www.mdaqmd.ca.gov>.

A minimum of \$1,000 is available for off-road equipment over 50 hp. A total of \$1,000,000 is available on a first-come, first-served basis. Vehicles that qualify for the financial assistance must be heavy-duty, on-road vehicles over 14,000 lb gross vehicle weight, or off-road equipment over 50 hp. Private businesses and public agencies in the six-county Sacramento federal ozone

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non-attainment area are eligible to apply for the incentive program. For more information on AQMD's Heavy-Duty, Low Emission Incentive Program, contact (off-road) Gary Bailey at (916) 386-7002, (on-road) Greg Gilbert at (916) 386-7023.

The Bay Area Air Quality Management District (BAAQMD) has a number of programs to accelerate the introduction of clean fuel vehicles, primarily electric, natural gas, and hybrid vehicles. BAAQMD offers, in collaboration with the CEC, a limited number of \$5,000 buy-down incentives on the purchase or lease of qualifying ZEVs. These incentives are available to members of the public, private companies, and non-profit organizations on a first-come, first-served basis. For more information, contact Tom Addison at (415) 749-5109 or email taddison@baaqmd.gov.

A separate program in the Bay Area, the Transportation Fund for Clean Air, helps public agencies acquire clean fuel vehicles. To date, over \$35 million has been awarded to public agencies for a wide variety of clean fuel vehicles. Funds are distributed yearly in several processes. For more information, contact Ed Miller at (415) 749-4665 or email edmiller@baaqmd.gov.

Air Pollution Control District contacts:

Bay Area Air Quality Management District - Dave Burch at (415) 749-4641, (415) 749-4741-fax, or email dburch@baaqmd.gov, or contact Joe Steinberger at (415) 749-5018 or email jsteinberger@baaqmd.gov.

Imperial County APCD - Miguel Monroy at (760) 339-4314 or (760) 353-9420-fax.

Kern County APCD - Thomas Paxson at (805) 862-5250, (805) 862-5251-fax, or email kcaped@kerncounty.com.

Mojave Desert AQMD - Cynthia Specht at (760) 245-1661, ext. 5597, (760) 245-2022-fax, email cspecht@mdaqmd.ca.gov, or visit the Web site at <http://www.mdaqmd.ca.gov>.

Sacramento AQMD - Tim Taylor at (916) 386-7042 or (916) 386-6674-fax.

San Diego APCD - Dennis McGee at (619) 694-2422 or (619) 694-2730-fax.

San Joaquin Valley Unified APCD - Jeff Findley or John Villeneuve at (209) 497-1075, (209) 233-0140-fax, or email sjvuapcd@psnw.com.

San Luis Obispo County APCD - James Pickens at (805) 781-5912, (805) 781-1002-fax, email cleanair@sloapcd.dst.ca.us, or visit the Web site at <http://www.sloapcd.dst.ca.us>.

Santa Barbara County APCD - Eric Peterson at (805) 961-8800, (805) 961-8801-fax, or visit the Web site at <http://www.santa-barbara.ca.us/~apcd>.

South Coast Air Quality Management District - Cindy Sullivan at (909) 396-3249, (909) 396-3252-fax, email csullivan@aqmd.gov, or visit the Web site at <http://www.aqmd.gov/>.

Ventura County APCD - Jerry Mason at (805) 645-1479 or email jerry@vcapcd.org.

Yolo-Solano AQMD - Larry Greene at (530) 757-3650 or (530) 757-3670-fax.

Utilities/Private Incentives

Los Angeles Department of Water and Power (LADWP) offers an EV discount of \$0.025/kWh for electricity. The discount is available for a maximum of 500 kWh/month limited to the base-period rate (off-peak hours). LADWP has proposed additional incentives for installing EV-charging equipment. LADWP also provides EV-infrastructure services to help customers determine applications for EVs in fleet operations, EV maintenance services, and training. For additional information, call LADWP's Electric Transportation Hotline at (800) 552-2334.

Pacific Gas and Electric (PG&E) has an extensive program to educate its customers on the safe and efficient use of natural gas and electricity as vehicle fuels. As part of this effort, they offer a publication listing NGV refueling sites entitled *Quick Reference Guide for Fueling Stations*. PG&E also loans electric shuttle buses to communities to evaluate the suitability of the technology to meet transportation needs. In addition, PG&E has a station-car program where commuters lease EVs to travel between their homes and transit stations. For information on AFV Programs, contact Norman Stone at (415) 972-5392. Call PG&E's alternative fuels hotline at (800) 684-4648 for a copy of the *Quick Reference Guide for Fueling Stations* and for additional information on alternative fuels.

San Diego Gas and Electric (SDG&E) administers the NGV incentive program for the San Diego APCD and offers a special discounted rate of electricity used to charge EVs. Enova Corporation, SDG&E's parent company prior to Sempra Energy,

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committed \$50,000 towards the development of a network of public EV-charging stations in the utility's service area. They have also worked with the San Diego APCD to develop and administer an incentive program for EVs and public charging stations that is funded with vehicle registration fees. For more information, contact Risa Baron, EV Program Manager, at (619) 654-1103 or visit the SDGE EV Web site at <http://www.sdge.com/ev>.

Sacramento Municipal Utility District (SMUD) has a discounted off-peak rate of \$0.04187/kWh for electricity used to charge an EV for residential customers. The SMUD also has lower off-peak electricity rates for EV-charging for commercial customers. Since 1998, SMUD has offered a program to help its customers finance the cost of acquiring and installing SMUD-approved, load-managing, EV-charging systems at their residences. In addition, SMUD has installed 221 EV-charging outlets at 36 locations in Sacramento County. SMUD publishes a free guide to all public charging sites in the region (also accessible through SMUD's Web site at <http://www.smud.org>). Contact Mike Wirsch at (916) 732-6754 for more information.

Southern California Edison has a special time-of-use rate for customers who install a meter to charge EVs during off-peak hours. Two residential time-of-use rates and one commercial time-of-use rate are available. For additional information, contact Athena Fristoe at (626) 302-9171.

Southern California Gas Co. offers assistance to fleet operators wishing to purchase or convert to NGVs or both. Southern California Gas Co. produces a directory of financial assistance available in California in the "Clean Fuel Vehicle Funding Opportunities" document. A copy of the publication, or the latest financial assistance information, can be obtained by calling the NGV Hotline at (800) GAS-2000, or contacting Rick Price at (213) 244-3679.

Laws and Regulations

Purchases of CNG and liquefied petroleum gas as vehicle fuels are taxed by an annual flat-fee sticker tax.

Excise taxes on alcohol fuels, ethanol, and methanol are reduced to one-half the rate imposed on gasoline, because of their lower BTU content. (Legislation, adopted in 1993, eliminated the expiration date for this incentive.) Neat (100%) alcohol fuels are exempt from fuel taxes. The tax for gasoline is \$0.17/gallon.

In 1991, California adopted vehicle and fuels requirements, as well as a "reactivity protocol" for various clean fuels. The plan, amended in March 1996, establishes exhaust emission standards in four progressively more stringent categories:

- Transitional-Low Emission Vehicles
- LEVs
- ULEVs
- ZEVs.

The California Air Resources Board (CARB) originally required that, beginning in 1998, 2% of all vehicles sold by major automakers must be ZEVs. By 2003, 10% of sales must be ZEVs. On March 23, 1996, CARB suspended the 2% requirement for the years 1998-2002.

State law authorizes local governments to assess emission fees to fund vehicle demonstration programs.

Executive Order W-100-94 increases the percentage of AFVs in state fleets to match those in federal fleets. The schedule is as follows:

- Fleets of 15 or more vehicles under a single ownership in SCAQMD are required to purchase or replace vehicles with ones that operate on clean burning fuel. Vehicles must be OEM vehicles only, not conversions.
- Alternative fuel buses will be used as feeder buses between rail passenger services and airports whenever possible.
- The Executive Order also calls for at least 10% of state fleet purchases to include ULEVs and ZEVs in 1996 and beyond.

1990 legislation allows districts in non-attainment areas to require public and private fleet operators to purchase LEVs and operate them on clean fuels. All passenger vehicles for hire in non-attainment areas are required to use alternative fuels. The state is required to purchase 25% AFVs as it replaces fleet vehicles.

1991 legislation provides that ownership or operation of a facility selling retail natural gas for motor fuel use to the public is not to be construed as a public utility.

Under law, the Public Utilities Commission may establish special incentive tariffs for refueling electric or CNG vehicles.

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A law requests that CARB establish a \$0.40/gallon production incentive for liquid fuel fermented in California from biomass resources. However, no funds have ever been appropriated for this incentive.

The CEC has developed the Calfuels Plan, a consumer recharging and refueling infrastructure master plan. As part of this plan, CEC has released a resource guide for AFV infrastructure. Contact Heather Raitt at (916) 654-4735 for a copy.

Points of Contact

Coachella Valley Clean Cities

Director of Resource Development
SunLine Transit Agency
Clean Cities Coordinator
Tracy Daly
Phone: (760) 343-3456
Fax: (760) 343-3845
Email: 71134.2167@compuserve.com

Long Beach Clean Cities

CNG Coordinator
City of Long Beach Gas Company
Clean Cities Coordinator
Paul Smock
Phone: (562) 570-2052
Fax: (562) 570-2008
Email: lbgas@ix.netcom.com

Sacramento Clean Cities

California Department of General Services
Clean Cities Coordinator
Rick Slama
Phone: (916) 327-2567
Fax: (916) 327-2076
Email: rslama@dgs.ca.gov

San Francisco Clean Cities

City and County of San Francisco
Clean Cities Coordinator
Rick Ruvolo
Phone: (415) 554-6184
Fax: (415) 554-4849
Email: rick_ruvolo@ci.sf.ca.us

Southern California Association of Governments (SCAG)

Clean Cities Coordinator
Bettye J. Werthman
Phone: (213) 236-1832
Fax: (213) 236-1963
Email: werthman@scag.ca.gov

East Bay Clean Cities Coordinator

Jim Powell
Phone: (925) 674-6533
Fax: (925) 674-6318

Lancaster Clean Cities

Director, Community Development
City of Lancaster
Clean Cities Coordinator
Brian Hawley
Phone: (805) 723-6105
Fax: (805) 723-5926
Email: dledbetter@city.lancaster.ca.us

Los Angeles Clean Cities

City of Los Angeles Environmental Affairs Dept.
Clean Cities Coordinator
LeiLani Johnson
Phone: (213) 580-1028
Fax: (213) 580-1084
Email: ljohnson@ead.ci.la.ca.us

San Diego Clean Cities

San Diego Gas & Electric
Clean Cities Coordinator
Kim Cresencia
Phone: (619) 654-1107
Email: kresenc@imx.sdge.com

San Joaquin Valley Clean Cities

City of Fresno
Clean Cities Coordinator
Joseph Oldham
Phone: (209) 498-4002
Fax: (209) 485-2167
or Ernie Medina
Phone: (805) 326-3142
Fax: (805) 326-3709
Email: emedina@ci.bakerfield.ca.us

South Bay (San Jose) Clean Cities

Environmental Services Dept., City of San Jose
Clean Cities Coordinator
Rita Norton
Phone: (408) 277-5533
Fax: (408) 277-3606
Email: rita.norton@ci.sj.ca.us

City of Santa Rosa, Equipment Maintenance Systems

Redwood Empire Clean Air Vehicles
(Santa Rosa/Napa Valley)
Chuck Hammond
Phone: (707) 543-3903

CALIFORNIA ALTERNATIVE FUEL VEHICLE INCENTIVES AND LAWS

Riverside Clean Cities Coordinator

Ruthanne Taylor Berger
Phone: (909) 787-7978
Email: berger@server.wrcog.ca.us

CALSTART

3360 E. Foothill Blvd.
Pasadena, CA 91107
Phone: (626) 744-5600
Fax: (626) 744-5610

Metropolitan Planning Organizations

Southern California Association of Governments
Debra Varnado
Phone: (213) 236-1852
Email: varnado@scag.ca.gov

Metropolitan Planning Organizations

Santa Barbara County Association of Governments
Jim Damkowitz
Phone: (805) 568-2546
Fax: (805) 568-2947
Email: damko@sbcag.org
Web site: <http://www.sbcag.org>

Metropolitan Planning Organizations

Council of Fresno County Governments
Clark Thompson
Phone: (209) 233-4148
Fax: (209) 233-9645
Email: clarkt@fresnocog.org

Metropolitan Planning Organizations

Monterey Bay Air District
Mark Miller
Phone: (408) 647-9411
Fax: (408) 747-8501
Email: mmiller@mbuapdd.org

Metropolitan Planning Organizations

San Joaquin County Council of Governments
Senior Planner
Susan Nejedly
Phone: (209) 468-3913
Fax: (209) 468-1084
Email: snejedly@co.san-joaquin.ca.us

Metropolitan Planning Organizations

Sacramento Area Council of Governments
Gary Keill
Phone: (916) 457-2264
Fax: (916) 457-3299
Email: gkeill@sacog.org
Web site: <http://www.sacog.org>

CANGV Coalition

Communications Director
Bill Fairbairn
Phone: (916) 448-5036
Email: bfairbairn@califngv.org

Metropolitan Planning Organizations

Southern California Association of Governments
Joe Carreras
Phone: (213) 236-1856
Fax: (213) 236-1963
Email: carreras@scag.ca.gov
Web site: <http://www.scag.ca.gov/livable>

Metropolitan Planning Organizations

San Diego Association of Governments
Steve Sachs
Phone: (619) 595-5346

Metropolitan Planning Organizations

Tulane County Association of Governments
Richard Brogan
Phone: (209) 733-6291
Fax: (209) 730-2653

Metropolitan Planning Organizations

Association of Monterey Bay Area Governments
Nicolas Papadakis
Phone: (408) 883-3750

Metropolitan Planning Organizations

Metro Transportation Commission
Dave Murray
Phone: (510) 464-7766

Metropolitan Planning Organizations

Stansislaus Area Association of Governments
Vince Angelino
Phone: (209) 558-7830
Fax: (209) 558-7833
Email: saag@sonnet.com

Battelle

Director of Transportation Technologies
David Brandmeyer
Phone: (714) 253-5799
Fax: (714) 474-7778
Email: brandmed@battelle.org

CALIFORNIA ALTERNATIVE FUEL VEHICLE INCENTIVES AND LAWS

Edison EV

Director of Sales and Marketing
Edward Kjaer
Phone: (562) 463-3000
Fax: (562) 463-3001

San Diego Gas & Electric

Alternative Fuel, Account Executive
Joe Semerao
Phone: (619) 654-1105
Fax: (619) 654-1117
Email: jsomerao@sdge.com

Southern California Gas Company

National Gas Vehicle Account Executive
Rick Price, Jr.
Phone: (213) 244-3679
Fax: (213) 244-8251
Web site: <http://www.socalgas.com/>

Los Angeles Department of Power and Water

Christy Zidonis
Phone: (213) 367-0292

Sacramento Municipal Utility District

Electric Transportation Department
Michael Wirsch
Phone: (916) 732-6754
Fax: (916) 732-6839
Email: mwirsch@smud.org

San Bernardino Associated Governments

Air Quality/Mobility Program Manager
Michelle Kirkhoff
Phone: (909) 884-8276
Fax: (909) 885-4407
Email: kirk_mi@sanbag.ca.gov

California Energy Commission (CEC)

Kate Zocchetti
Phone: (916) 653-4710
Fax: (916) 657-4047
Email: kzocchet@energy.state.ca.us
Web site: <http://www.energy.ca.gov/>

California State Energy Office

Office Manager for Transportation Technologies and
Alternative Fuels Division
Susan Brown
Phone: (916) 654-4633

Green Motorworks

President
William Meurer
Phone: (818) 766-3800
Fax: (818) 766-3969

Southern California Gas Company

Sales and Service Manager
Ronald H. Smith
Phone: (213) 244-3654
Fax: (213) 244-5039/8192

Southern California Gas Company

Transit Manager
Steven C. Anthony
Phone: (213) 244-3583
Fax: (213) 244-5039
Email: santhony@pacent.com

AFN Consultants

Andrew Nantz
Phone: (530) 661-0254
Fax: (530) 661-0254
Email: anantz@aol.com

Santa Barbara Metropolitan Transit District

General Manager
Gary Gleason
Phone: (805) 963-3364
Fax: (805) 962-4794
Email: gleason@sbmtd.gov

San Diego Air Pollution Control District

Morris Dye
Phone: (619) 654-3303
Fax: (619) 694-2730
Web site: <http://www.co.san-diego.ca.us/cnty/cntydepts/landuse/air/>

California State Energy Office

Energy Specialist III
Mike McCormack
Phone: (916) 654-4652
email: mmccorma@energy.state.ca.us

Sacramento Metropolitan Air Quality Management District

Chief, Mobile Sources Division
Tim Taylor
Phone: (916) 386-7042
Fax: (916) 386-6674
Web site: <http://www.airquality.org>
(or) <http://www.sparetheair.com>

CALIFORNIA ALTERNATIVE FUEL VEHICLE INCENTIVES AND LAWS

South Coast Air Quality Management District (SCAQMD)

Connie Day
Phone: (909) 396-3055
Fax: (909) 396-3306
Email: cday@aqmd.gov
Web site: <http://www.aqmd.gov>

U.S. Department of Energy
Seattle Regional Support Office
Oakland Duty Station
Clean Cities Regional Contact
Ernest Rios
Phone: (510) 637-1950
Fax: (510) 637-2017
Email: earnest.rios@oak.doe.gov

U.S. Department of Transportation

Federal Highway Administration
Region 9
Bob O'Loughlin
Phone: (415) 744-3823

U.S. Department of Transportation

Federal Transit Administration
Region 9
Donna Turchie
Phone: (415) 744-3133
Fax: (415) 744-2726
Email: donna.turchie@fta.dot.gov

General Services Administration

Regional Fleet Manager
Region 9
Nathaniel Reed
Phone: (510) 637-4640
Fax: (510) 637-4641
Email: nathaniel.reed@gsa.gov

U.S. Environmental Protection Agency

Regional Pollution Prevention Coordinator
Region 9
Alice Tobriner
Phone: (415) 744-1700
Fax: (415) 744-1073
Email: tobriner.alice@epamail.epa.gov

COLORADO ALTERNATIVE FUEL VEHICLE INCENTIVES AND LAWS

Colorado is the proud home of the Colorado Springs, Denver, and Weld/Larimer/Rocky Mountain National Park Clean Cities Coalitions.

Overview

The Governor's Office of Energy Conservation (OEC), in partnership with the Colorado natural gas and propane fuel providers and the U.S. Department of Energy (DOE), offers a rebate program of up to 80% of fuel option cost per vehicle. Colorado also offers a generous state tax credit to vehicle owners who convert or purchase an alternative fuel vehicle (AFV).

Highlights

Through December 1998, a rebate (based on % of option cost) is available from the OEC of:

- 50% for certified low emission vehicle (LEV)
- 70% for certified ultra-low emission vehicles (ULEV)
- 80% for super, certified super-ultra-low emission vehicles (SULEV) and zero emission vehicles (ZEV).

The Colorado Department of Revenue began administering a tax credit and rebate program in July 1, 1998, which will continue through 2006.

State Incentives

The OEC, in partnership with the Colorado alternative fuels industry and DOE, offers rebates to qualified fleets and individuals switching to alternative fuels. All public and private fleets and individuals are eligible, except fleets operated by the federal government and fuel suppliers. Rebates paid to any one fleet or individual are limited to \$350,000 per fleet in 1998, and rebates are available on a first-come, first-served basis. As of July 1, 1998, the rebate program had \$500,000 remaining. The total rebate cannot exceed 80% of the conversion or the incremental cost of the alternative fuel option in a new vehicle. Rebates are capped at the following levels: \$15,000 for gvwr (gross vehicle weight rating) less than 8,501 lb and \$40,000 for gvwr greater than 8,501 lb.

Rebates are currently available for natural gas and liquefied petroleum gas (LPG) vehicles. This rebate is not available for electric vehicles (EVs) until electric utilities join the program. Your fuel supplier will determine your rebate amount and approve your application. Contact the OEC for an *Alternative Fuels Rebate Handbook*, which includes a list of participating fuel suppliers and a rebate application. The OEC toll-free number is (800) OEC-6662. For additional information, contact Tom Brotherton at (303) 620-4292 or (303) 620-4288-fax.

House Bill (HB) 1169 (1998) provides financial incentives for clean fuel vehicles (CFVs). This bill modifies and extends the existing income tax credit (HB 92-1191) for private sector fleets, and provides cash rebates to public sector and non-profit fleets. In addition, the bill adds an income tax credit for the construction of alternative fuel refueling facilities. The tax credit and rebates will be administered by the Colorado Department of Revenue. The incentive provided by the bill is a percentage of the cost difference between clean fuel vehicles versus traditional fuel vehicles (also known as the incremental cost). All fuels are eligible for the incentive, but they must meet the following the U.S. Energy Protection Agency's (EPA's) emission specifications and certifications for one or more of the following: LEVs, ULEVs, inherently low emission vehicles (ILEVs), SULEVs, and ZEVs.

Under HB 1169 (1998), the tax credit for the incremental cost of an AFV is as follows:

<u>Type of Vehicle</u>	<u>1998 - 2000</u>	<u>2001 - 2003</u>	<u>2004 - 2006</u>
LEV	50%	25%	0%
ULEV or ILEV	75%	50%	25%
SULEV or ZEV	85%	75%	50%

Colorado has enacted a Clean Fuel Fleet Program, since 1998, to reduce exhaust emissions from motor vehicles by requiring fleets with 10 or more vehicles to include CFVs in their fleets on a percentage basis. This program will apply to all or part of the counties of Adams, Arapahoe, Boulder, Denver, Douglas, and Jefferson. By purchasing CFVs or converting conventionally

COLORADO ALTERNATIVE FUEL VEHICLE INCENTIVES AND LAWS

fueled vehicles to CFVs, fleet owners and operators will generate credits that they can earn, bank, trade, sell, or purchase to satisfy Clean Fuel Fleet Program purchase requirements. Instead of purchasing/acquiring CFVs, eligible fleets could use previously banked, traded, or purchased credits as a means of meeting their future CFV purchase requirements. For more information about the Clean Fuel Fleet Program and the credit program, contact Macie LaMotte, Jr., Environmental Protection Specialist, at (303) 692-3133, (303) 782-5693-fax, Or write them at Colorado Department of Public Health and Environment APCD-MS-B1, 4300 Cherry Creek Dr. South, Denver, CO 80222.

Utilities/Private Incentives

Most Colorado natural gas utilities support alternative fuel projects by contributing to the state public/private rebate program through the OEC.

In addition: Colorado Interstate Gas Co. provides incentive funding on a case-by-case basis and offers technical assistance to customers converting vehicles to run on natural gas. Contact Skip Simonton at (719) 520-4527 for more information.

Natural Fuels offers a broad range of products and services for the natural gas vehicle industry, including over 40 public compressed natural gas (CNG) fueling stations in and around Colorado, a vehicle conversion and parts operation, and a natural gas fueling station equipment business headquartered in Denver. For more information, contact John Gonzales or Paul Nelson at (303) 322-4600, (303) 322-4644-fax, or visit the Web site at <http://www.naturalfuels.com>.

The National Ethanol Vehicle Coalition (NEVC) is an ad hoc group created by the National Corn Growers Association (NCGA) and the Governors' Ethanol Coalition (GEC) to establish a national program to promote the use of 85% ethanol fuel (E85) as an alternative fuel, enhance agricultural profitability, advance environmental stewardship, and further national energy independence. Through a cooperative effort with the NCGA and its state affiliates, the GEC, state energy offices, and the U.S. Department of Energy—NEVC provides forgivable loans for the installation of public E85 fueling facilities. For more information, contact Phil Lampert at (573) 635-8445, (573) 635-5466-fax, or contact Sandy Hentges at (573) 636-8590, email nevc@sockets.net, or visit the Web site at <http://www.NCGA.com>.

Laws and Regulations

Senate Bill (SB) 96-097 gives LPG vehicles an increased weight limit to account for the heavier tank.

SB 30 (1998) authorizes the Colorado Department of Transportation to institute a high occupancy system where an ILEV (carrying less than the number of persons required by the high occupancy system) would be able to use the high occupancy vehicle lane without penalty.

HB 93-1114 defined the term "gasoline gallon equivalent" of an alternative motor fuel to equate to the energy content of gasoline.

In 1993, Denver's mayor promised to reduce the size of city fleets and to stock them with less-polluting vehicles. Under the "Green Fleets" plan, fuel expenditures must be cut by 1% annually, and city fleets must reduce their carbon monoxide emissions by 1.5%.

HB 92-1305 established a certification program for mechanics converting motor vehicles to alternative fuels and working on alternative fuel fleets.

Denver's City Council passed an ordinance in 1992 requiring all fleets of 30 or more vehicles to convert 10% of their vehicles to alternative fuels.

HB 90-1257 removed the sale of natural gas as a transportation fuel from the jurisdiction of the Public Utilities Commission and established a plan to introduce AFVs into the state government fleet.

HB 98-1081 was created after market emissions-based alternative fuels system equipment certification for conversions. This bill also requires fleet owners within the Air Inspection Region program area to report, upon vehicle registration, the type of fuel used by the vehicle. The bill also requires that fleet owners specify whether the vehicle is bi-fueled or dedicated to the use of a single fuel.

Fuel tax exemptions for CNG or LPG are included in HB 88-1161. Instead of paying the \$0.22 per gallon tax on gasoline, owners of gaseous-fueled vehicles purchase an annual tax decal for \$70, \$100, or \$125 based on the gvwr. All CNG and LPG vehicles must display a current fuel tax decal in the front window. Non-profit transit agencies are exempt from the fuel tax.

COLORADO ALTERNATIVE FUEL VEHICLE INCENTIVES AND LAWS

City and County of Denver Ordinance 330 requires any person who owns a fleet of 30 or more vehicles that are registered in the city and that are powered by engines that use gasoline to convert 10% of all vehicles in the fleet from gasoline to clean-burning fuels since December 31, 1992. Exemptions exist for certain fleets and vehicles. Credits are available for any fleet owner who converts a diesel-powered vehicle to clean-burning fuels. Also, any owner who has achieved the goal of converting 10% of the fleet to clean-burning fuels may receive one credit for every additional gasoline-powered vehicle converted to clean-burning fuel.

Points of Contact

Colorado Springs Clean Cities Coordinator

Colorado Springs Utilities
Barbara Garrett
Phone: (719) 668-3507
Fax: (719) 668-3400
Email: meller@csu.org

Weld/Larimer/Rocky Mountain National Park (RMNP)

Clean Cities Coordinator
City of Fort Collins
Linda Devocelle
Phone: (970) 221-6312
Fax: (970) 224-6177
Email: ldevocelle@ci.fort-collins.co.us

Colorado State Energy Office

Governor's Office of Energy Conservation (OEC)
Tom Brotherton
Phone: (303) 620-4292

Colorado Department of Revenue

Richard Giardini
Phone: (303) 866-3032
Fax: (303) 444-2997

Colorado Interstate Gas Company

Skip Simonton
Phone: (719) 520-4527

U.S. Department of Energy

Denver Regional Support Office
Clean Cities Regional Contact
Ernie Oakes
Phone: (303) 275-4817
Fax: (303) 275-4830
Email: ernie.oakes@hq.doe.gov

National Ethanol Vehicle Coalition

Sandy Hentges
Phone: (573) 636-8590
Fax: (573) 635-5466
Email: nevcc@sockets.net
Web site: <http://www.NCGA.com>

Denver Clean Cities Coordinator

City and County of Denver
Deborah Kielian
Phone: (303) 436-7323
Fax: (303) 436-5074
Email: kielian@ci.denver.co.us

National Renewable Energy Lab

Alternative Fuels Data Center
Manager
Cynthia Riley
Phone: (303) 275-4491
Email: Cynthia_Riley@nrel.gov
Web site: <http://www.afdc.doe.gov>

Colorado State Energy Office

Governor's Office of Energy Conservation (OEC)
Kate Fay
Phone: (800) OEC-6662

Clean Fuel Fleet Program

Colo. Dept. of Public Health and Environment
Air Pollution Control Division
Mobile Source Section
Environmental Protection Specialist
Macie LaMotte, Jr.
Phone: (303) 692-3133
Fax: (303) 782-5693
Email: macie.lamotte@stae.co.us

Natural Fuels

John Gonzales
Phone: (303) 322-4600
Fax: (303) 322-4644

National Ethanol Vehicle Coalition

Phil Lampert
Phone: (573) 635-8445
Fax: (573) 635-5466
Email: nevcc@sockets.net
Web site: <http://www.NCGA.com>

Unique Mobility, Inc.

Kevin Barnes
Phone: (303) 278-2002
Fax: (303) 278-7007
Email: kbarnes@uqm.com
Web site: <http://www.uqm.com>

COLORADO ALTERNATIVE FUEL VEHICLE INCENTIVES AND LAWS

Metropolitan Planning Organizations

Denver Regional Council of Governments
George Scheuernstuhl
Phone: (303) 455-1000
Fax: (303) 480-6790

U.S. Environmental Protection Agency
Regional Pollution Prevention Coordinators
Region 8
Sharon Riegel
Phone: (303) 312-6176

U.S. Department of Transportation

Federal Highway Administration
Region 8
Robin Smith
Phone: (303) 969-6712, ext. 327

General Services Administration

Regional Fleet Manager
Region 8
Irv Merwin
Phone: (303) 236-7591

U.S. Environmental Protection Agency

Regional Pollution Prevention Coordinator
Region 8
Linda Walters
Phone: (303) 312-6385
Fax: (303) 312-6741
Email: walters.linda@epamail.epa.gov

Metropolitan Planning Organizations

Pikes Peak Area Council of Governments
Ken Prather
Phone: (719) 471-7080
Fax: (719) 471-1226

Colorado State Transportation

Kim Gambrill
Phone: (303) 757-9259

U.S. Department of Transportation

Federal Transit Administration
Region 8
Don Cover
Phone: (303) 844-3242
Fax: (303) 844-4217
Email: don.cover@fta.dot.gov

U.S. Environmental Protection Agency

Regional Pollution Prevention Coordinators
Region 8
Sharon Riegel
Phone: (303) 312-6176

Natural Fuels

Paul Nelson
Phone: (303) 322-4600

CONNECTICUT ALTERNATIVE FUEL VEHICLE INCENTIVES AND LAWS

Connecticut is the proud home of the New Haven, New London, Norwalk, Norwich, and Waterbury Clean Cities Coalitions.

Overview

Connecticut has a number of tax incentives to encourage the use of alternative fuel vehicles (AFVs). Several Connecticut utilities are actively supporting the use of AFVs, and several will offer cash or other incentives for vehicle purchases or conversions on a project-specific basis. Connecticut is also participating in the National Low Emission Vehicle Program, beginning with the 1999 model year.

Highlights

A 50% state corporate tax credit is available for the cost to convert a vehicle to compressed natural gas (CNG), liquefied natural gas (LNG), liquefied petroleum gas (LPG), and electricity. The tax credit also extends to the cost to install and purchase a CNG, LNG, or LPG fueling facility.

A 50% state corporate tax credit is available for the incremental cost to purchase a vehicle that runs on CNG, LNG, LPG, or electricity for natural gas fueling equipment or the incremental cost of a new vehicle powered by natural gas or electricity.

State Incentives

Amounts spent to convert motor vehicles to be fueled by CNG, LPG, LNG, or electricity are eligible for a 50% investment tax credit. This credit is effective through January 1, 1999.

Amounts spent on the construction of any filling station to provide CNG, LNG, or LPG are eligible for a 50% state investment tax credit. This credit is effective through January 1, 1999.

For more information about Connecticut AFV tax incentives, contact Mike Tucchio, Connecticut Clean State Coalition, at (860) 739-0663.

Utilities/Private Incentives

Connecticut Natural Gas will assist fleet operators with natural gas vehicle (NGV) purchases, conversions, and refueling station construction. Funding decisions are made on a project-specific basis. Connecticut Natural Gas has a NGV refueling station with Texaco and plans to open another with Exxon. For more information, contact Peter Casarella at (860) 727-3264.

Northeast Utilities will assist customers with questions about electric vehicle (EV) incentives and operation. Contact Charlie King at (860) 665-2881 for more information.

Norwich Department of Public Utilities (DPU) operates a public access CNG refueling station and is in the process of converting and purchasing vehicles operating on CNG.

Norwich DPU will assist customers with questions about CNG and EV incentives and operation. For more information, contact Richard Dufour at (860) 823-4143.

South Norwalk Electric Works will assist customers with questions about EV incentives and operation. For more information, contact Anne Griesmer at (203) 866-3366.

Southern Connecticut Gas Co. provides advisory assistance for alternative fuel station construction or vehicle conversions or both. For more information, contact Mike Smalec at (203) 795-7748.

United Illuminating will assist customers with questions about EV incentives and operations. Contact Paul Grey at (203) 499-3686, for additional information.

Yankee Gas Service Co. will help customers convert their fleets to run on natural gas by offering financial incentives on a case-by-case basis. Engineering assistance is available for station construction within and outside of Yankee Gas Service Co.'s service territory. Yankee Gas has partnered with trade allies to open public refueling stations in Windsor Locks, Norwalk, and Meriden. Contact Thomas Marano at (203) 639-4419, for additional information.

Laws and Regulations

Public Act 96-183 revised General Statutes Section 12-458f to eliminate the state motor fuel tax for CNG, LNG, and LPG until July 1, 1999.

For customers with nine or less vehicles in their fleet, payment of the Connecticut Motor Fuel Tax is at parity with other fuels (\$0.18 per gallon) rather than the gasoline tax. This provision became effective October 1, 1995.

Connecticut offers exemptions from the Connecticut Sales and Use Tax for all equipment and labor involved in the conversion of motor vehicles to operate on natural gas or electricity, and all of the associated equipment and labor to build fueling stations and electric recharging stations.

Connecticut offers exemptions from the sales and use tax on the "incremental cost" difference between the purchase price of a vehicle powered by a clean alternative fuel and the manufacturers' suggested retail price of a comparably equipped vehicle which is not so powered.

Public Act 94-170 requires that any state emission reduction credits program must include all eligible vehicle conversions, even if the conversion took place before the credit program began. Vehicles that are eligible for AFV tax credits will also qualify for mobile emission credits as adopted by the Commissioner of Environmental Protection.

Public Act 94-101 states that natural gas sold as a motor fuel by the public utilities companies is exempt from the gross earnings tax on the sale of petroleum products. This act is effective July 1, 1994, through January 1, 2000.

Connecticut is participating in the National Low Emission Vehicles Program beginning with the vehicle model year 1999.

Public Act 92-188 provides a sales tax exemption to businesses or individuals for the purchase of a new EV or equipment to convert a vehicle to electricity.

Public Act 93-37 requires the state government to use clean fuel alternatives instead of gasoline in state owned vehicles. Clean fuel alternatives are those defined by the federal Clean Air Act Amendments of 1990 (CAAA). This law was enacted to facilitate compliance with the CAAA and the Energy Policy Act of 1992.

Points of Contact

New Haven Clean Cities

Stevens Auto Group
Clean Cities Coordinator
Lee Grannis
Phone: (203) 876-6464
Fax: (203) 876-6460
Email: lgrannis@snet.net

New London Clean Cities

Office of Development and Planning
City of New London
Clean Cities Coordinator
Peter Gillespie
Phone: (860) 447-5203
Fax: (860) 447-5247

Norwich Clean Cities

CMB Associates
Clean Cities Coordinator
Carol Butler
Phone: (203) 630-1856
Fax: (203) 238-9523
Email: carol.butler@snet.net

New Haven Clean Cities

City of New Haven
Clean Cities Coordinator
Brian McGrath
Phone: (203) 946-8067
Fax: (203) 946-8074
Email: soggy3@aol.com

Clean Cities Energy Alternatives of Southwestern CT

City of Norwalk
Clean Cities Coordinator
Purchasing Director
Mark Turcotte
Phone: (203) 854-7892
Fax: (203) 854-7817
Email: proc@bio.ci.norwalk.ct.us

Norwich Clean Cities

Norwich Department of Public Utilities
Clean Cities Coordinator
Peter Polubiatko
Phone: (860) 823-4153

CONNECTICUT ALTERNATIVE FUEL VEHICLE INCENTIVES AND LAWS

Waterbury Clean Cities

Office of the Mayor, City of Waterbury
Clean Cities Coordinator
Claudio Mancini
Phone: (860) 574-1638
Fax: (860) 574-6804

Norwich Department of Public Utilities

Richard Dufour
Phone: (860) 823-4143
Fax: (860) 823-4172

Metropolitan Planning Organizations

Mid-State Regional Planning Agency
Michael Chong
Phone: (860) 347-7214
Fax: (860) 347-6109
Email: mrpampo@mail2.nai.net
Web site: <http://w3.nai.net/~mrpampo/home.htm>

Metropolitan Planning Organizations

Southwestern Regional Planning Agency
Sue Prosi
Phone: (203) 866-5543
Fax: (203) 866-6502

Metropolitan Planning Organizations

Southeastern Connecticut Council of Governments
Richard Guggenheim
Phone: (860) 889-2324

Metropolitan Planning Organization

Greater Bridgeport/
Valley Metropolitan Planning Organization
James Wang
Phone: (203) 366-5405

Metropolitan Planning Organizations

Council of Government of the
Central Naugatuck Valley
Peter Dorpalen
Phone: (203) 757-0535

Metropolitan Planning Organizations

Central Connecticut Regional Planning Agency
Barbara Hackney
Phone: (860) 589-7820
Fax: (860) 589-7650
Email: ccrpampo@ct1.nai.net
Web site: <http://www.cerc.com/CERCPages/edr2.html>

Connecticut Natural Gas

Peter Casarella
Phone: (860) 727-3264

Yankee Gas Service Company

Tom Marano
Phone: (203) 639-4419

Southern Connecticut Gas Company

Mike Smalec
Phone: (203) 795-7748
Fax: (203) 795-7716
Email: msmalec@soconngas.com
Web site: <http://www.soconngas.com>

Metropolitan Planning Organizations

South Central Regional Council of Governments
Herbert Burstein
Phone: (203) 234-7555
Fax: (203) 234-9850
Email: herbburs@scrcog.connix.com

Metropolitan Planning Organizations

Capitol Region Council of Governments
Fran McMahon
Phone: (860) 522-2217

Metropolitan Planning Organizations

Valley Regional Planning Agency/
Valley Council of Governments
Richard Eigen
Phone: (203) 735-8688

Metropolitan Planning Organizations

Greater Bridgeport/
Valley Metropolitan Planning Organization
Mark Nielsen
Phone: (203) 366-5405

Metropolitan Planning Organizations

Housatonic Valley Council of Elected Officials
J. David Hannon
Phone: (203) 775-6256

Connecticut Clean Transportation Association

Connecticut Clean State Coalition
Mike Tucchio
Phone: (203) 739-0663
Email: mtucchio@compuserve.com

Connecticut State Transportation

Bill Messner
Phone: (860) 566-4629

CONNECTICUT ALTERNATIVE FUEL VEHICLE INCENTIVES AND LAWS

U.S. Environmental Protection Agency

Regional Pollution Prevention
Region 1
Coordinator
Mark Mahoney
Phone: (617) 565-1155

U.S. Department of Transportation

Max Vigil
Federal Transit Administration
Region 1
Phone: (617) 494-2055

U.S. Department of Energy

Boston Regional Support Office
Clean Cities Regional Contact
Mike Scarpino
Phone: (617) 565-9716
Fax: (617) 565-9723
Email: michael.scarpino@hq.doe.gov

United Illuminating

Paul Grey
Phone: (203) 499-3686

CT Clean State Coalition (CSC) Inc.

CT Natural Gas Corporation
President
Doug Kirk
Phone: (860) 727-3147
Fax: (860) 727-3326

General Services Administration

Brian Smith
Region 1
Regional Fleet Manager
Phone: (212) 264-3930
Fax: (212) 264-5771
Email: brian.smith@gsa.gov

U.S. Department of Transportation

Alicia Nolan
Federal Highway Administration
Region 1
Phone: (518) 431-4224, ext. 236

Northeast Utilities

Electric Vehicle Program Project Leader
Charlie King
Phone: (860) 665-2881
Fax: (860) 665-2919
Email: kingcj@nu.com

South Norwalk Electric Works

Anne Griesmer
Phone: (203) 866-3366

U.S. Department of Transportation

Federal Transit Administration
Region 1
Office of Planning and Development
Andrew E. Motter
Phone: (617) 494-3560

DELAWARE ALTERNATIVE FUEL VEHICLE INCENTIVES AND LAWS

Delaware is the proud home of the Delaware Clean Cities Coalition.

Overview

The Delaware Energy Office administers the state's funding from the petroleum violation escrow (PVE) settlements (also known as the oil overcharge funds), which can be used to finance vehicle conversions and the incremental costs of purchasing alternative fuel vehicles (AFVs) for state, county, or municipal fleets. Delaware is also participating in the National Low Emission Vehicle Program, beginning with the 1999 model year. Delaware has received a State Energy Program Special Projects Grant to implement a multi-state AFV rebate program in conjunction with the Philadelphia, Pennsylvania, and North New Jersey Clean Cities Programs.

State Incentives

Delaware's initial source of the state's AFV program funding is from PVE settlements. Using PVE funding (or oil overcharge funding), the Delaware Energy Office offers an AFV demonstration program to fund the incremental cost of AFV conversions or purchases for state, county, or municipal fleet operators. PVE funds are used to provide for special vehicle emissions testing, operator mechanic training costs, infrastructure development, and the education of fleet operators and the public about the benefits of using AFVs. The Delaware Energy Office's Division of Facilities Management administers all AFV funding programs. For more information, contact Suzanne Sebastian, Delaware State Energy Office, at (302) 739-5644, (302) 739-6148-fax, or email ssebastian@state.de.us.

Utilities/Private Incentives

Delmarva Power operates compressed natural gas (CNG) refueling stations. Contact Paul Newmeyer at (302) 429-3882 or (302) 429-3815-fax for more information.

Chesapeake Utilities has installed a fast fuel station and is in the process of installing one more in Northern Delaware. For more information, contact Ralph Schieferstein at (302) 734-6797, ext. 6734 or (302) 734-6010-fax.

SchagrinGas provides liquefied petroleum gas (LPG) tanks, pumps, and meters at no cost to customers on a case-by-case basis. Fleets can also save up to 10% on motor fuel. Contact Chris Cafarella at (302) 239-9665, ext. 3002; (302) 378-2898-fax; or visit the Web site at <http://www.schagringas.com> for more information.

Sun Co. will work with customers to establish fuel pricing. The Sun Co. has CNG and LPG refueling stations that are available through card access. For more information, contact Michael Miller at (610) 859-1849, (610) 859-5524-fax, or email michael_miller@sunoil.com.

Laws and Regulations

The Public Service Commission allows gas utilities to use rate basing in the sale of CNG in order to recover a portion of their infrastructure development costs.

Points of Contact

Delaware Clean State
Delaware State Energy Office
Clean Cities Coordinator
Suzanne Sebastian
Phone: (302) 739-5644
Fax: (302) 739-6148
Email: ssebastian@state.de.us

U.S. Department of Transportation
Federal Transit Administration
Region 3
John Garrity, Jr.
Phone: (215) 656-7100
Fax: (215) 656-7260
Email: john.t.garrity@fta.dot.gov

DELAWARE ALTERNATIVE FUEL VEHICLE INCENTIVES AND LAWS

Chesapeake Utilities

Ralph Scheiferstein
Phone: (302) 734-6797, ext. 6734
Fax: (302) 734-6010

Schagrin Gas

Chris Cafarella
Phone: (302) 239-9665
Fax: (302) 378-2898
Web site: <http://www.schagringas.com>

Delaware State Transportation

Dept. Admin. Services - Fleet Services
Terry Barton
Phone: (302) 739-3039
Fax: (302) 739-5450
Email: TBarton@state.de.us

U.S. Department of Energy

Philadelphia Regional Support Office
Clean Cities Regional Contact
James Ferguson
Phone: (215) 656-6977
Fax: (215) 656-6981
Email: James.M.Ferguson@hq.doe.gov

U.S. Department of Transportation

Federal Highway Administration
Region 3
Mario Jorquera
Phone: (410) 962-3744

U.S. Environmental Protection Agency

Regional Pollution Prevention Coordinator
Region 3
Paul Wentworth
Phone: (215) 597-7661

Sun Company

Michael Miller
Phone: (610) 859-1849
Fax: (610) 859-5524
Email: miller@sunoil.com

Metropolitan Planning Organizations

Wilmington Metro Area Planning Coordinating Council
Tigist Zegeye
Phone: (302) 737-6205, ext. 14
Fax: (302) 737-9584
Email: wilmapco@ix.netcom.com

Delmarva Power

Dan Crossman
Phone: (302) 454-4519

U.S. Department of Energy

Philadelphia Regional Support Office
Clean Cities Regional Contact
Patricia Passarella
Phone: (215) 656-6966
Fax: (215) 656-6981
Email: Patricia.Passarella@hq.doe.gov

General Services Administration

Regional Fleet Manager
Region 3
David Cericola
Phone: (610) 521-8264

U.S. Environmental Protection Agency

Regional Pollution Prevention Coordinator
Region 3
Jeff Burke
Phone: (215) 566-2761
Fax: (215) 566-2782
Email: burke.jeff@epamail.epa.gov

DISTRICT OF COLUMBIA ALTERNATIVE FUEL VEHICLE INCENTIVES AND LAWS

The District of Columbia is the proud home of the Washington, D.C., Clean Cities Coalition.

Overview

The District of Columbia is participating in the National Low Emission Vehicle Program, beginning with the 1999 model year. Many utilities and private organizations also offer incentives, while state incentives for alternative fuel vehicles (AFVs) are pending approval.

State Incentives

The District of Columbia does not offer any incentives for AFVs. The Clean Fuel Fleet Program included an initiative for the district to develop AFV incentives, such as income tax credits for AFVs, motor fuels exemptions, and preferential parking. However, the D.C. City Council has not implemented the measure. For more information, contact George Nichols, Clean Cities Coordinator, Metropolitan Washington Council of Governments, at (202) 962-3355; Sam Wiggins, District of Columbia Department of Consumer and Regulatory Affairs, at (202) 645-6093; or Charles Clinton, District of Columbia Energy Office, at (202) 673-6710.

Utilities/Private Incentives

Virginia Power will provide technical support and managerial staff to support a customer beginning an electric vehicle (EV) fleet. Virginia Power offers support for charging infrastructure and rate options for electricity used to charge EVs. For more information, contact Dick Booth at (540) 231-3941, (540) 231-3561-fax, or visit the Web site at <http://www.vpt-inc.com>.

Potomac Electric Power Co. (PEPCO) has experimental EV time-of-use rates of \$0.02512/kWh. PEPCO will install a dedicated meter at the company's expense to measure electricity used to charge EVs. For more information, contact Bonnie Graziano at (202) 872-2973, (202) 331-6185-fax, email bgraziano@pepco.com, or visit the Web site at <http://www.pepco.com>.

Washington Gas provides a number of incentives to encourage the use of natural gas vehicles, including joint efforts with federal, state, and local governments as well as commercial fleets, to build compressed natural gas (CNG) fueling stations. In addition, the utility offers a customer-service program that provides technical expertise and driver and technician training. For more information, contact Richard Gehr at (703) 750-4446.

Sun Co. will work with customers to establish fuel pricing. The Sun Co. has CNG and liquefied petroleum gas refueling stations that are available through card access. For more information, contact Michael Miller at (610) 859-1849, (610) 859-5524-fax, or email michael_miller@sunoil.com.

Laws and Regulations

Act 10-338 (1994) requires the use of alternative fuels in 30% of light-duty vehicles in designated fleets, beginning in 1998, and rising to 70% in the year 2000.

Beginning in 1998, no commercial vehicle shall be operated within the central employment area (as defined by the District of Columbia Zoning Regulations) between sunrise and sunset during the period between May 1 and September 15, unless that vehicle is powered by a clean alternative fuel.

Points of Contact

Washington D.C. Clean Cities

Metropolitan Council of Governments
Coordinator
George Nichols
Phone: (202) 962-3355
Fax: (202) 962-3201
Email: infocntr@mwkog.org
Web site: <http://www.mwkog.org/>

Sun Company

Michael Miller
Phone: (610) 859-1849
Fax: (610) 859-5524
Email: michael_miller@sunoil.com

Washington Gas

NGV Station Development
Operations Manager
Jan Biesiadecki
Phone: (703) 750-4885

Virginia Propane Gas Association

Thomas Osina
Phone: (703) 441-0970

Washington D.C. Transportation

Dept. of Public Works
Fleet Management
Administrator
Ronald Flowers
Phone: (202) 576-6800
Fax: (202) 576-7715

District of Columbia Energy Office

Charles Clinton
Phone: (202) 673-6710

Washington D.C. Transportation

Alternative Fuels Coordinator
Sabrina Williams
Phone: (202) 576-6800
Fax: (202) 576-7715

Shenandoah Gas

Larry Bogacz
Phone: (540) 869-1111, ext.120
Fax: (540) 689-7565

Washington Gas

Director of NGV Business Development
Richard Gehr
Phone: (703) 750-4441
Fax: (703) 750-4446
Web site: <http://www.washgas.com>

Virginia Power

Dick Booth
Phone: (540) 231-3941
Fax: (540) 231-3561
Web site: <http://www.vpt-inc.com/>

U.S. Department of Transportation

Federal Transit Administration
Region 3
John Garrity, Jr.
Phone: (215) 656-7100
Fax: (215) 656-7260
Email: john.t.garrity@fta.dot.gov

Potomac Electric Power Company

Bonnie Graziano
Phone: (202) 872-2963
Fax: (202) 331-6185
Email: bsgraziano@pepco.com
Web site: <http://www.pepco.com/>

District of Columbia

Department of Consumer and Regulatory Affairs
Sam Wiggins
Phone: (202) 645-6093

U.S. Department of Energy

Philadelphia Regional Support Office
Clean Cities Regional Contact
James Ferguson
Phone: (215) 656-6977
Fax: (215) 656-6981
Email: James.M.Ferguson@hq.doe.gov

DISTRICT OF COLUMBIA ALTERNATIVE FUEL VEHICLE INCENTIVES AND LAWS

U.S. Department of Energy

Philadelphia Regional Support Office

Clean Cities Regional Contact

Patricia Passarella

Phone: (215) 656-6966

Fax: (215) 656-6981

Email: Patricia.Passarella@hq.doe.gov

U.S. Environmental Protection Agency

Regional Pollution Prevention Coordinator

Region 3

Jeff Burke

Phone: (215) 566-2761

Fax: (215) 566-2782

Email: burke.jeff@epamail.epa.gov

Washington Gas

Steve Frank

Phone: (703) 750-4725

FLORIDA ALTERNATIVE FUEL VEHICLE INCENTIVES AND LAWS

Florida is the proud home of the Gold Coast Clean Cities Coalition.

Overview

Statewide incentives for private sector alternative fuel vehicles (AFVs) include a tax exemption for electric vehicles (EVs). The Gold Coast Clean Cities Coalition operates a \$2.5 million low-interest revolving loan fund for AFVs in Broward, Dade, and Palm Beach counties. The State Energy Office is also using \$2 million in oil overcharge funds (also known as petroleum violation escrow [PVE] funds) to assist state agencies in meeting AFV fleet requirements by paying for conversion or incremental costs for dedicated original equipment manufacturer (OEM) AFVs.

State Incentives

The State Energy Office has allocated \$2.5 million to the Gold Coast Clean Cities Coalition for a low-interest revolving loan fund for AFVs for public and private fleets. The private sector has promised matching funds for infrastructure development. The loans are available to private and public sector fleets to finance the costs of dedicated AFVs, or the incremental costs to convert or purchase a vehicle that operates on an Energy Policy Act of 1992 defined alternative fuel, rather than on gasoline/diesel. The maximum loan amount may not exceed \$200,000. Loan repayment will be based on the estimated savings while the vehicle is operating on the alternative fuel. Pre-application worksheets and loan applications are available from the Gold Coast Clean Cities coordinator at (954) 985-4416.

The State Energy Office has been provided with \$2 million in oil overcharge funds (PVE funds) to assist state agencies in meeting alternative fuel fleet requirements. The funds will be used to pay for the cost of vehicle conversion or the incremental cost for a dedicated OEM AFV over a gasoline- or diesel-powered vehicle. The State Energy Office has \$1.1 million available for grants to local governments in the Gold Coast Clean Cities Coalition for AFVs. For more information, call Jacky Klein, Florida Energy Office, at (850) 922-6086.

Utilities/Private Incentives

TECO/People's Gas offers technical assistance and refueling sites for natural gas vehicle operators. Contact Keith Gruetzmacher at (813) 228-4254, (813) 228-1527-fax, email kgruetzmacher@peoplesgas.com, or visit the Web site at <http://www.tecoenergy.com> for more information.

City of Sunrise/Gas Systems offers an incentive of \$300 worth of fuel per vehicle to private fleets or individuals that sign up to use their public compressed natural gas (CNG) fueling stations. Incentives must be used within the first 180 days after signing up. For additional information, contact Peter Helmich at (954) 572-2343 or (954) 572-2416-fax.

The Center for Urban Transportation Research hosts the Alternative Fuels Information and Training Center. The Center provides technical assistance, answers questions regarding AFVs, hosts workshops, maintains a library of AFV-related information, distributes public documents contained in the library, and publishes a newsletter. For more information on the Center, call John Bradley at (813) 974-3120.

Laws and Regulations

EVs purchased between July 1, 1995, and June 30, 2000, are exempt from sales tax. EVs are also protected from insurance surcharges based on factors such as new technology, passenger payload, weight-to-horsepower ratio, or types of material used to manufacture the vehicle. AFVs are exempt from emission inspection requirements.

House Bill 1317 exempts state and local government AFV fleets from the decal fee.

Senate Bill 584 (1993) exempts certain suppliers of CNG from regulation as a motor fuel. This exemption does not apply to utilities regulated under the Florida Public Service Commission.

Executive Order 91-253 established a clean fuel pilot program and encourages the state to implement a program to convert its fleet to alternative fuels. By 2000, all state fleet vehicles must operate on the "most efficient, least polluting" alternative fuels.

FLORIDA ALTERNATIVE FUEL VEHICLE INCENTIVES AND LAWS

The Governor signed Executive Order 93-278, creating the Gold Coast Clean Cities Coalition. The coalition attained the Clean Cities designation in May 1994.

Florida State Statute 403.706(4)(b) gives county governments waste reduction credits for using yard clippings, clean wood waste, or paper waste as feedstocks in the production of clean-burning fuels such as ethanol.

Points of Contact

Florida Gold Coast

Clean Cities Coordinator
South Florida Regional Planning Council
Larry Merritt
Phone: (954) 985-4416
Fax: (954) 985-4417
Email: merrittl@sfrpc.com

U.S. Department of Energy

Atlanta Regional Support Office
Clean Cities Regional Contact
Yolanda Jones
Phone: (404) 347-2386
Fax: (404) 347-3098
Email: yolanda.jones@hq.doe.gov

Peoples Gas

Keith Gruetzmacher
Phone: (813) 228-4254
Fax: (813) 228-1527
Email: Kgruetzmacher@peoplesgas.com
Web site: <http://www.Tecoenergy.com>

U.S. Department of Energy

Atlanta Regional Support Office
Clean Cities Regional Contact
Steve Hortin
Phone: (404) 347-0239
Fax: (404) 347-3098
Email: steve.hortin@hq.doe.gov

Metropolitan Planning Organizations

Miami Urbanized Area
Metropolitan Planning Organization
Carlos Roa
Phone: (305) 375-4507
Fax: (305) 375-4950
Email: mpo@metro-dade.com
Web site: <http://www.metro-dade.com/mpo>

Florida SunCoast (Tampa/St. Petersburg)

Clean Cities Coordinator
University of South Florida
Pete Valko
Phone: (813) 974-8859

Florida State Energy Office

Jacky Klein
Phone: (850) 488-2475
Fax: (850) 488-7688
Email: jacqueline.klein@dca
Web site: <http://www.dca.state.fl.us>

City of Sunrise/Gas Systems

Peter Helmich
Phone: (954) 572-2343
Fax: (954) 572-2416

U.S. Department of Transportation

Federal Highway Administration
Region 4
Andy Edwards
Phone: (404) 347-4499

Metropolitan Planning Organizations

Center for Urban Transportation Research
John Bradley
Phone: (813) 974-3120/974-6435
Fax: (813) 974-5168
Email: jbradley@cutr.eng.usf.edu
Web site: <http://www.cutr.eng.usf.edu>

FLORIDA ALTERNATIVE FUEL VEHICLE INCENTIVES AND LAWS

Florida State Transportation

Department of Transportation

Randy Ritter

Phone: (850) 488-8006

Fax: (850) 488-3567

Web site: <http://www.dot.state.fl.us/>

U.S. Environmental Protection Agency

Regional Pollution Prevention

Region 4

Coordinator

Bernie Hayes

Phone: (404) 562-9430

Fax: (404) 562-9066

Email: hayes.bernie@epamail.epa.gov

U.S. Department of Transportation

Federal Transit Administration

Region 4

Alex McNeil

Phone: (404) 562-350

Fax: (404) 562-3505

General Services Administration

Regional Fleet Manager

Region 4

Jill Stang

Phone: (404) 331-5150

Fax: (404) 331-1879

Email: jill.stang@gsa.gov

U.S. Environmental Protection Agency

Regional Pollution Prevention

Region 4

Coordinator

Connie Roberts

Phone: (404) 562-9084

GEORGIA ALTERNATIVE FUEL VEHICLE INCENTIVES AND LAWS

Georgia is the proud home of the Atlanta Clean Cities Coalition.

Overview

The state of Georgia offers a \$1,500 tax credit for purchase or lease of clean alternative fuel vehicles (AFVs) and access to high occupancy vehicle (HOV) lanes for single occupancy automobiles that operate on alternative fuels and have the clean alternative fuel vehicle tags (see laws and regulations). Clean AFV tags are available through the Department of Motor Vehicles for qualifying vehicles. Atlanta Clean Cities Coalition has a Legislative Committee that coordinates a joint effort among numerous AFV interests, and works to educate legislators about the use of clean alternative fuel vehicles.

State Incentives

The state of Georgia has a Clean Fuels Grant Program available to local governments and authorities throughout Georgia to facilitate the introduction and expansion of fleet operations into the use of clean alternative fuels. Local governments and authorities must have a demonstrated commitment to the use of clean alternative fuels. Grants are funded up to \$50,000 per cycle. Vehicles must operate fulltime on the clean alternative fuel. Infrastructure supported through the grant program must facilitate multiple users through the FuelNet Atlanta program. The Georgia Environmental Facilities Authority (GEFA) administers this program, which is the state energy office.

GEFA has also worked with the natural gas and propane industries to produce directories for all stations offering refueling capabilities for both compressed natural gas (CNG) and propane. For more information, contact Elizabeth Sparrow Robertson, Program Manager for the Clean Fuels Programs, at (404) 656-3887.

Utilities/Private Incentives

Atlanta Gas Light Co. (AGLC) has a natural gas vehicle fueling rate (V-52) which allows the company to sell fuel for all types of vehicular uses, as well as, construct on-site fueling stations for customers in its territory. The latter feature works as a lease/maintenance agreement, whereby AGLC will design, construct, and maintain fueling stations with no up-front costs to end users. Instead, customers pay a monthly fee as a part of their monthly gas costs. For more information on this program, contact Tom Bockhorst, Atlanta Gas Light Co. at (404) 584-3800.

Georgia Power Co. has a Fleet Evaluation Program that allows companies to use electric vehicles for test periods. Also, Georgia Power is the authorized charger distributor for conductive and inductive chargers in the southeast. Atlanta Gas & Light Co. also offers technical assistance to fleets considering CNG vehicles and incentives on a case-by-case basis. For more information, contact Mike Anderson at (404) 506-2122.

Laws and Regulations

Propane sold in bulk is exempt from a \$0.045 per gallon excise tax when sold to a consumer distributor.

Georgia will be lowering its low-pressure vapor requirement to 7.0 psi (down from 7.8 psi) for the first time during the summer months from June 1 to September 15 in order to reduce evaporative emissions.

The Environmental Protection Division of the Georgia Department of Natural Resources has issued guidelines to ensure that 70% of state operated vehicles purchased by the state for non-attainment areas will run on alternative fuels by the year 2001.

House Bill 1161 was signed into law as Act 982 on April 23, 1998. The law provides for an income tax credit of up to \$1,500 per vehicle toward the purchase or lease of vehicles that are U.S. Environmental Protection Agency (EPA) certified to be low emission vehicles (LEVs) or better (ultra-low emission vehicles or zero emission vehicles). Those owners of vehicles that operate on the Energy Policy Act of 1992 (EPAct) defined alternative fuels, or owners of vehicles undergoing conversion to an EPAct defined alternative fuel, and that can meet the EPA certification of LEV or better may also receive the credit. The tax credit is a flat amount of \$1,500 for new vehicles and up to \$1,500 toward the cost of a certified conversion. The credit cannot exceed the taxpayer's income tax liability, but any portion of the credit not used can be carried over for up to 3 years.

Senate Bill 116 creates an alternative fuel license plate and allows alternative fueled vehicles that use the alternative fuel at least 85% of the time that have the alternative fuel license plate to operate in the HOV lane with one passenger.

GEORGIA ALTERNATIVE FUEL VEHICLE INCENTIVES AND LAWS

Governor Zell Miller issued an executive order creating the Voluntary Ozone Action Program, which requires all state agencies to take action to reduce commuter traffic during the ozone season of May 1 through September 30. Agencies are asked to submit a plan to reduce single-occupant vehicle traffic by 20% on days that are declared Ozone Action Days in 1998. In 1999 and thereafter, state agencies in the metropolitan Atlanta non-attainment area must reduce single occupant vehicles by 20% throughout the entire ozone season.

Points of Contact

Atlanta Clean Cities Coordinator

Clear Air Action
Kent Igleheart
Phone: (770) 452-8660
Fax: (770) 452-8656
Email: kai@4cleanair.com

Georgia Power

Mike Anderson
Phone: (404) 506-2122

Metropolitan Planning Organizations

Atlanta Regional Commission
Phone: (404) 364-2565

U.S. Department of Transportation

Federal Transit Administration
Region 4
Alex McNeil
Phone: (404) 562-350
Fax: (404) 562-3505

U.S. Environmental Protection Agency

Regional Pollution Prevention Coordinator
Region 4
Don Ahern
Phone: (404) 562-9028
Fax: (404) 562-9066

Georgia Department of Administrative Services

Alternative Fuel Policy Analyst
William Cook
Phone: (404) 656-0638
Email: wcook@doas.state.ga.us

U.S. Department of Energy

Atlanta Regional Support Office
Clean Cities Regional Contact
Yolanda Jones
Phone: (404) 347-2386
Fax: (404) 347-3098
Email: yolanda.jones@hq.doe

Georgia State Energy Office

Georgia Environmental Facilities Authority
Elizabeth Sparrow Robertson
Phone: (404) 656-5176

Atlanta Gas Light Company

David Godfrey
Phone: (404) 584-3827
Fax: (404) 584-3958

Georgia State Dept. of Transportation

George Boulineau
Phone: (404) 656-0610
Fax: (404) 656-0584
Email: boulineau/g@dot.state.ga.us
Web site: <http://www.dot.state.ga.us>

General Services Administration

Regional Fleet Manager
Region 4
Jill Stang
Phone: (404) 331-5150
Fax: (404) 331-1879
Email: jill.stang@gsa.gov

U.S. Environmental Protection Agency

Regional Pollution Prevention Coordinator
Region 4
Bernie Hayes
Phone: (404) 562-9430
Fax: (404) 562-9066
Email: hayes.bernie@epamail.epa.gov

U.S. Environmental Protection Agency

Mobile Sources
Region 4
Ben Franco
Phone: (404) 562-9039
Email: Franco.Benjamin@epamail.epa.gov

U.S. Department of Energy

Atlanta Regional Support Office
Clean Cities Regional Contact
Steve Hortin
Phone: (404) 347-0239
Fax: (404) 347-3098
Email: steve.hortin@hq.doe.gov

GEORGIA ALTERNATIVE FUEL VEHICLE INCENTIVES AND LAWS

U.S. Environmental Protection Agency

Marlin Gottschalk

Phone: (404) 363-7028

Email: marlin.gottschalk@mail.dnr.state.ga.us

HAWAII ALTERNATIVE FUEL VEHICLE INCENTIVES AND LAWS

Hawaii is the proud home of the Honolulu Clean Cities Coalition.

Overview

Hawaii has income tax deduction incentives for the use of alternative fuel vehicles (AFVs), which are identical to those found in the federal income tax deductions for the installation of clean fuel vehicles and refueling property. Propane used as a vehicle fuel is also taxed at a lower rate than gasoline.

Highlights

State income tax deductions of \$2,000 to \$50,000 are available for the installation of refueling stations.

State Incentives

The state provides income tax deductions, identical to the federal income tax deductions, for the installation of clean fuel refueling property provided in the Energy Policy Act of 1992. For additional information, contact Maria Tome, Hawaii State Energy Office, at (808) 587-3809.

Utilities/Private Incentives

The Gas Company, Inc., offers technical assistance, training materials, construction assistance for refueling facilities, and vehicle conversions for liquefied petroleum gas (LPG) vehicles. For additional information, contact Brad Saito at (808) 594-5584.

Oahu Gas Co. performs conversions for LPG vehicles and operates several public LPG refueling stations on the island of Oahu. For more information, contact Richard Frandsen at (808) 682-5796.

Laws and Regulations

Senate Bill 1160 expands the use of electric vehicles and encourages the widespread use of emission-free vehicles.

Propane receives a special fuel tax rate of two-thirds that of diesel, rounded to the nearest cent. Currently, this tax is \$0.11 per gallon. The diesel fuel tax is \$0.16 per gallon.

Gasoline blended with 10% by volume of biomass-derived alcohol sold in the state is exempt from the 4% sales tax. At current rates, the value of the exemption is about \$0.30 to \$0.50 per gallon of ethanol.

Points of Contact

Honolulu Clean Cities Coordinator

City and County of Honolulu
Automotive Equipment Services
Ross Sasamura
Phone: (808) 523-4171
Fax: (808) 538-7899
Email: rsasamura@dbedt.hawaii.gov
Web site:
<http://www.hawaii.gov/dbedt/ert/ccf.shcc.html>

Hawaii State Energy Office

Maria Tome
Phone: (808) 587-3809
Fax: (808) 587-3820
Email: mtome@dbedt.hawaii.gov
Web site: <http://www.hawaii.gov/dbedt/ert>

HAWAII ALTERNATIVE FUEL VEHICLE INCENTIVES AND LAWS

The Gas Company, Inc.

Brad Saito
Phone: (808) 594-5584
Fax: (808) 594-5582
Email: bsaito@czn.com
web site: <http://www.hawaiiigas.com>

Hawaii State Transportation

Dept. of Transportation, Highways Division
Julia Tsumoto
Phone: (808) 587-1845
Fax: (808) 587-2362
Email: Julia_Tsumoto@exec.state.hi.us
Web site: <http://www.hawaii.gov/dot>

General Services Administration

Regional Fleet Manager
Region 9
Nathaniel Reed
Phone: (510) 637-4640
Fax: (510) 637-4641
Email: nathaniel.reed@gsa.gov

U.S. Department of Energy

Seattle Regional Support Office
Clean Cities Regional Contact
Roxanne Dempsey
Phone: (206) 553-2155
Fax: (206) 553-2200
Email: roxanne.dempsey@hq.doe.gov

Oahu Gas Company

Richard Frandsen
Phone: (808) 682-5796
Fax: (808) 682-3872

U.S. Department of Energy

Regional Support Offices
Pacific Liaison
Clean Cities Regional Contact
Eileen Yoshinaka
Phone: (808) 541-2564
Fax: (808) 541-2562
Email: eileen.yoshinaka@hq.doe.gov

U.S. Department of Transportation

Federal Transit Administration
Region 9
Donna Turchie
Phone: (415) 744-3133
Fax: (415) 744-2726
Email: donna.turchie@fta.dot.gov

U.S. Environmental Protection Agency

Regional Pollution Prevention Coordinators
Region 9
Alice Tobriner
Phone: (415) 744-1700
Fax: (415) 744-1073
Email: tobriner.alice@epamail.epa.gov

Overview

Idaho offers an excise tax exemption for the use of biodiesel or ethanol. Montana Fuel offers a wide range of assistance, including alternative fuel comparisons, financial analysis, and technical assistance for customers wishing to convert to compressed natural gas (CNG).

State Incentives

Idaho offers an excise tax exemption for the use of biodiesel or ethanol. For more information about Idaho alternative fuel projects, contact K.T. Hanna, Department of Water Resources, at (208) 327-7978, (208) 327-7866-fax, or email khanna@idwr.state.id.us.

Utilities/Private Incentives

Questar Gas offers technical assistance to customers in its Preston, Idaho, service area wishing to convert to CNG vehicles, and will lease conversion and compression equipment. The company will perform financial analysis and fleet consulting for alternative fuel comparisons. For more information, call Gordon Larsen at (801) 324-3651 or email at gordonl@qstr.com.

Laws and Regulations

House Bill 8001 (1996) appropriated funds to the Department of Central Management Services to evaluate the use of soy diesel in state owned vehicles.

The state provides an excise tax exemption for ethanol or biodiesel fuel, equivalent to \$0.21 per gallon of the biofuel, for blends up to 10%.

In 1987, the Governor issued an Executive Order that all state vehicles must be fueled with E10 (10% ethanol) whenever possible.

Points of Contact

U.S. Department of Transportation

Federal Highway Administration
Region 10
Lisa Hanf
Phone: (503) 326-2061

Metropolitan Planning Organizations

Ada Planning Association
Clair Bowman
Phone: (208) 345-5274
Fax: (208) 345-5279
Email: cbowman@planning.cog.id.us
Web site: <http://www.planning.cog.id.us>

U.S. Department of Energy

Seattle Regional Support Office
Clean Cities Regional Contact
Roxanne Dempsey
Phone: (206) 553-2155
Fax: (206) 553-2200
Email: roxanne.dempsey@hq.doe.gov

Questar Gas

Gordon Larsen
Phone: (801) 324-3651
Email: gordonl@qstr.com

Idaho State Transportation

State of Idaho Transportation Department
Ray Mickelson
Phone: (208) 334-8203
Fax: (208) 334-4432
Email: rmickels@itd.state.id.us
Web site: <http://www.state.id.us/idwr/energy>

U.S. Environmental Protection Agency

Regional Pollution Prevention Coordinator
Region 10
Carolyn Gangmark
Phone: (206) 553-4072
Fax: (206) 553-8338
Email: gangmark.carolyn@epamail.epa.gov
Web site: <http://www.epa.gov/region10>

IDAHO ALTERNATIVE FUEL VEHICLE INCENTIVES AND LAWS

Idaho State Energy Office

Department of Water Resources

K.T. Hanna

Phone: (208) 327-7978

Fax: (208) 327-7866

Email: khanna@idwr.state.id.us

General Services Administration

Region 10

Laura Bradley

Phone: (206) 931-7843

U.S. Department of Transportation

Federal Transit Administration

Region 10

Michael J. Williams

Phone: (206) 220-7954

Fax: (206) 220-7959

Email: michael.williams@fta.dot.gov

Idaho Statehouse

General Statehouse Number

Phone: (208) 334-2411

ILLINOIS ALTERNATIVE FUEL VEHICLE INCENTIVES AND LAWS

Illinois is the proud home of the Chicago and the Peoria Clean Cities Coalitions.

Overview

Illinois offers a rebate of 80% on the conversion or 80% of the incremental costs of alternative fuel vehicles (AFVs), up to \$4,000 per vehicle. Additional utility and private incentives are also available.

Highlights

The state of Illinois offers up to a \$4,000 rebate per vehicle (from the state of Illinois) for 80% of the conversion or 80% of the incremental costs of AFVs.

State Incentives

Senate Bill 1840, enacted August 7, 1998, offers cash rebates toward the conversion or the incremental cost of AFVs. The rebate is equal to 80% of the conversion cost or the incremental cost, but not to exceed \$4,000 per vehicle. For more information, contact Dave Loos, Department of Commerce and Community Affairs, at (217) 785-3969.

A State Energy Program (SEP) grant from the U.S. Department of Energy will provide for rebates for 50 AFVs for eligible municipalities and state of Illinois vehicles. SEP also provides leverage for the establishment of alternative refueling facilities at selected public sites.

Utilities/Private Incentives

Peoples Gas Light and Coke has joined in a partnership to offer Chicago area fleet owners and operators Clean Fuel Services which include: owning and maintaining natural gas fueling equipment; arranging for the purchase of natural gas conversion systems; arranging for the purchase or transportation of natural gas or both; engaging in the buying and selling of emission allowances; and providing sources for conversion system manufacturers, cylinder suppliers, installers, and coordinating the installation of systems. For additional information, contact Dan LeFevers, Natural Gas Vehicle Specialist, at (312) 431-3826.

Cady Oil Co. Compressed Natural Gas in Central Illinois will convert vehicles; install, service, or rebuild compressed natural gas (CNG) refueling stations; and set up a computer controlled card reader system to monitor and control refueling needs. For additional information, contact Steven Cady at (309) 688-1264.

Mid-American Energy fleet customers may be able to make arrangements to use the Mid-American Energy CNG refueling facility in Rock Island. For more information, contact Curtis Arp at (309) 793-3612.

Nicor Gas will provide economic analysis to compare natural gas to other fuels and will provide technical support. Nicor will loan portable CNG fueling facilities for 3–6 months, and loan CNG vehicles on a demonstration project basis to give customers the opportunity to try natural gas as a vehicle fuel. The four CNG fueling systems that Nicor uses for its own fleet are available to customers by arrangement.

Nicor Gas has joined a partnership to offer Clean Fuel Services to Chicago area fleet owners and operators. This includes: owning and maintaining natural gas fueling equipment; arranging for the purchase of natural gas conversion systems; arranging for the purchase or transportation of natural gas or both; engaging in the buying and selling of emission allowances; and providing sources for conversion system manufacturers, cylinder suppliers, installers, and coordinating the installation of systems. For more information, contact Tony Lindsay at (630) 983-8676, ext. 2854.

The National Ethanol Vehicle Coalition (NEVC) is an ad hoc group created by the National Corn Growers Association (NCGA) and the Governor's Ethanol Coalition (GEC) to establish a national program to promote the use of 85% ethanol fuel (E85) as an alternative fuel, enhance agricultural profitability, advance environmental stewardship, and further national energy independence. Through a cooperative effort with the NCGA and its state affiliates—the GEC, state energy offices, and the U.S. Department of Energy—NEVC provides forgivable loans for the installation of public E85 fueling facilities. For more information, contact Phil Lampert at (573) 635-8445, (573) 635-5466-fax, or contact Sandy Hentges at (573) 636-8590,

email nevc@sockets.net, or visit the Web site at <http://www.NCGA.com>.

Laws and Regulations

The Alternative Fuels Act requires a \$20 per vehicle annual user fee of fleets with 10 or more vehicles. Electric vehicles (EVs) are exempt from this fee. The funds will be put in an Alternative Fuels Fund, which will be used to fund the state rebate program for AFVs and an ethanol fuel research program.

In Illinois, legislation (Senate Bill [SB] 1840) of 1998 extends a rebate program for individuals who buy vehicles that burn alternative fuel and for individuals who convert their conventional vehicles to alternative fuel usage. A fuel is considered alternative if it contains at least 80% methanol or ethanol. The program is paid for by a per-vehicle user fee collected from owners of fleets registered or used in the Chicago area non-attainment zone. The program and fee collection and related ethanol fuel research program has been extended through 2002.

Illinois has adopted an Employee Commute Options Program in which 25% of all staff of companies of 100 or more employees must participate in a rideshare program. The program sets forth a maximum ratio of vehicles to employees in each area. AFVs will initially count as one-half of a vehicle.

The state provides a 2% sales tax exemption for 10% volume ethanol blends (E10).

An Executive Order in 1987 requires state vehicles to use E10.

Public transportation authority districts with a population greater than 50,000 are required to use ethanol blends.

All vehicles leased by any state college or university must operate on gasoline blended with E10, whenever it is available.

SB 1455 (1998) provides that the rate of the taxes imposed by the Use Tax Act, the Service Use Tax Act, the Service Occupation Tax Act, and the Retailers' Occupation Tax Act applies to 70% of the proceeds of the sales of gasoline made before July 1, 2003, and to 100% of the proceeds of the sales thereafter.

House Bill 2216 amends the Energy Conservation and Coal Development Act. This bill gives the Department of Commerce and Community Affairs the duty of operating the Corn to Ethanol Research Pilot Plant to reduce the costs of producing ethanol through the development of new production technologies, equipment, processes and feedstocks. The bill also creates the Illinois Ethanol Research Advisory Board within the Department.

The Clean Alternative Fuels and Conservation Act requires that by the year 2000, 75% of state-owned passenger cars, light-duty trucks, and vans will be capable of running on clean alternative fuels.

Propane and CNG vehicles must display visible identifying decals.

The Department of Central Management Services must set forth and adopt regulations regarding motor vehicles that will include the use of ethanol-based gasoline.

Resolution SJR 13 was passed in 1993; it encourages the federal government to cooperate in funding research intended to increase the production and use of ethanol.

Points of Contact

Chicago Clean Cities Coordinator

City of Chicago
Department of Environment
Dan LeFevers
Phone: (312) 240-4183
Fax: (312) 240-4725

Peoria Clean Cities Coordinator

United States Postal Service
Susan Warren
Phone: (309) 671-8822
Fax: (309) 674-8983

ILLINOIS ALTERNATIVE FUEL VEHICLE INCENTIVES AND LAWS

Illinois State Energy Office

Illinois Department of Commerce
and Community Affairs
Dave Loos
Phone: (217) 785-3969
Fax: (217) 785-2618
Email: dloos@commerce.state.il.us
Web site: <http://www.commerce.state.il.us/>

Mid-American Energy

Curtis Arp
Phone: (309) 793-3612
Fax: (309) 793-3783
Email: carp@midamerican.com
Web site: <http://www.midamerican.com>

Nicor Gas

Tony Lindsay
Phone: (630) 983-8676, ext. 2854
Fax: (630) 983-9183
Email: tlindsa@nicorinc.com
Web site: <http://www.nicorinc.com>

Illinois State Transportation

Dept. of Transportation
Linda Wheeler
Phone: (217) 782-6289
Fax: (217) 524-0875
Web site: <http://www.dot.state.il.us>

National Ethanol Vehicle Coalition

Sandy Hentges
Phone: (573) 636-8590
Fax: (573) 635-5466
Email: nevc@sockets.net
Web site: <http://www.NCGA.com>

General Services Administration

Regional Fleet Manager
Region 6
Ed Hodges
Phone: (816) 823-3620
Fax: (816) 823-3630
Email: ed.hodges@gsa.gov

U.S. Department of Energy

Chicago Regional Support Office
Clean Cities Regional Contact
Melinda Latimer
Phone: (312) 886-8582
Fax: (312) 886-8561
Email: melinda.latimer@hq.doe.gov

Cady Oil Company

Steven Cady
Phone: (309) 688-1264
Fax: (309) 688-8632

Peoples Gas Light and Coke

Dan LeFevers
Phone: (312) 431-3826
Fax: (312) 431-3813
Email: dlefever@interaccess.com
Web site: <http://www.pecorp.com>

Metropolitan Planning Organizations

Chicago Area Transportation Study
Andrew Plummer
Phone: (312) 793-3470
Fax: (312) 793-3481

National Ethanol Vehicle Coalition

Phil Lampert
Phone: (573) 635-8445
Fax: (573) 635-5466
Email: nevc@sockets.net
Web site: <http://www.NCGA.com>

U.S. Department of Transportation

Doug Gerleman
Federal Transit Administration
Phone: (312) 353-2789
Fax: (312) 886-0351
Email: douglas.gerleman@fta.dot.gov

U.S. Environmental Protection Agency

Regional Pollution Prevention Coordinator
Region 5
Phil Kaplan
Phone: (312) 353-4669
Fax: (312) 353-4788
Email: kaplan.phil@epamail.epa.gov

U.S. Environmental Protection Agency

Clean Fuel Fleet Program Contact
Region 5
Mark Palermo
Phone: (312) 886-8582

INDIANA ALTERNATIVE FUEL VEHICLE INCENTIVES AND LAWS

Indiana is the proud home of the Evansville Clean Cities Coalition.

Overview

The state of Indiana offers a Small Business Energy Initiative Grant Program, which may be used to pay for the incremental cost of alternative fuel vehicles (AFVs) or for installing AFV refueling stations. Several Indiana utility companies support AFV projects and offer rebates for the conversion of vehicles to run on natural gas. Southern Indiana Gas and Electric and Citizens Gas and Coke offer \$1,000 rebates for conversions.

Highlights

Grants of \$2,000–\$10,000 are available from the Small Business Energy Initiative Grant Program for AFV projects.

A \$1,000 rebate is offered by Southern Indiana Gas and Electric for conversion to natural gas or for the incremental cost of an original equipment manufacturer (OEM) natural gas vehicle (NGV).

Citizens Gas and Coke offer a \$1,000 rebate per conversion for a limited number of vehicles per fleet on a case-by-case basis.

State Incentives

The Energy Policy Division of the Indiana Department of Commerce offers the Small Business Energy Initiative Grant Program to help small businesses install energy-efficient systems and alternative energy technologies. This grant program may be used to fund the incremental costs of purchasing AFVs or for installation costs for AFV refueling stations. Grants are available in any amount from \$2,000 to \$10,000. Grantees must provide at least 20% of the equipment/material cost.

The state of Indiana is available to provide organizations with assistance in attracting federal grants for AFV activities. For more information, Indiana Department of Commerce, contact Victoria Scott at (317) 232-8955, or Niles Parker at (317) 232-8970.

Utilities/Private Incentives

Citizens Gas and Coke offers a rebate of \$1,000 per conversion for a limited number of vehicles per fleet. Citizens Gas and Coke also provides refueling station site design, compressor sizing, and permitting on a case-by-case basis. For more information, contact Dave Zwiesler at (317) 927-4503, (317) 927-4464-fax, email mktbjz@cgc.com, or visit the Web site at <http://www.citizensgas.com/core/index.html>.

Southern Indiana Gas and Electric Co. (SIGECO) offers a \$1,000 rebate per vehicle for conversion to natural gas or for the incremental cost of an OEM NGV. SIGECO offers “turn-key” assistance on any alternative fuel project for acquisition, infrastructure, site reference, and financial analysis. For additional information, call Mark Miller at (812) 464-4602, (812) 465-4177-fax, or email mmiller@sigco.com.

The National Ethanol Vehicle Coalition (NEVC) is an ad hoc group created by the National Corn Growers Association (NCGA) and the Governor’s Ethanol Coalition (GEC) to establish a national program to promote the use of 85% ethanol fuel (E85) as an alternative fuel, enhance agricultural profitability, advance environmental stewardship, and further national energy independence. Through a cooperative effort with the NCGA and its state affiliates, the GEC, state energy offices, and the U.S. Department of Energy—NEVC provides forgivable loans for the installation of public E85 fueling facilities. For more information, contact Phil Lampert at (573) 635-8445, or contact Sandy Hentges at (573) 636-8590, (573) 635-5466-fax, email nevc@sockets.net, or visit the Web site at <http://www.NCGA.com>.

Laws and Regulations

House Bill (HB) 1302 (1996) provides a 10% gross income tax deduction for improvements to ethanol producing facilities or soy diesel producing facilities.

A 1994 law established a task force to study renewable transportation fuels.

INDIANA ALTERNATIVE FUEL VEHICLE INCENTIVES AND LAWS

Senate Bill 610 (1993) specifies that public utilities and the general public that own alternative fueled passenger vehicles, trucks, buses, and recreational vehicles must obtain alternative fuel decals for the vehicles for \$100/vehicle.

HB 1547 (1993) was enacted to provide a price preference of 10% for state and local government procurement of soy diesel.

Points of Contact

Evansville Clean Cities Alliance

Clean Cities Coordinator
Mark Miller
Phone: (812) 464-4602
Fax: (812) 465-4177
Email: mmiller@sigeco.com

Indiana State Energy Office

Niles Parker
Phone: (317) 232-8970

Southern Indiana Gas and Electric

Clean Fuels Representative
Mark Miller
Phone: (812) 464-4602
Email: mmiller@sigeco.com

Metropolitan Planning Organizations

Michiana Area Council of Governments
Sandra Seanor
Phone: (219) 287-1829

National Ethanol Vehicle Coalition

Phil Lampert
Phone: (573) 635-8445
Fax: (573) 635-5466
Email: nevco@sockets.net
Web site: <http://www.NCGA.com>

U.S. Department of Transportation

Federal Transit Administration
Doug Gerleman
Phone: (312) 353-2789
Fax: (312) 886-0351
Email: douglas.gerleman@fta.dot.gov

U.S. Department of Energy

Chicago Regional Support Office
Clean Cities Regional Contact
Melinda Latimer
Phone: (312) 886-8582
Fax: (312) 886-8561
Email: melinda.latimer@hq.doe.gov

Indiana State Energy Office

Indiana Department of Commerce
Staci Loveall
Phone: (317) 232-8955

Citizens Gas and Coke

Dave Zwiesler
Phone: (317) 927-4503
Fax: (317) 927-4464
Email: mktdj@cgc.com
Web site: <http://www.citizengas.com/core/index.html>

Metropolitan Planning Organizations

Dept. of Metropolitan Development
Lori Mieser
Phone: (317) 327-5136

Metropolitan Planning Organizations

Evansville Urban Transportation Study
Rose Zigenfus
Phone: (812) 426-5230

National Ethanol Vehicle Coalition

Sandy Hentges
Phone: (573) 636-8590
Fax: (573) 635-5466
Email: nevco@sockets.net
Web site: <http://www.NCGA.com>

U.S. Environmental Protection Agency

Phil Kaplan
Regional Pollution Prevention Coordinator
Region 5
Phone: (312) 353-4669
Fax: (312) 353-4788
Email: kaplan.phil@epamail.epa.gov

Indiana Clean Fuels Fleet Program

John Welsh
Phone: (317) 233-5677

INDIANA ALTERNATIVE FUEL VEHICLE INCENTIVES AND LAWS

Indiana Statehouse

General Statehouse Number

Phone: (317) 233-4621

Overview

Iowa offers lower fuel taxes for ethanol and compressed natural gas (CNG). The Iowa Department of Natural Resources also provides low-interest loan financing for alternative fuel vehicles (AFV) conversions and purchases for state and local governments, school districts, community colleges, and non-profit organizations.

State Incentives

The Iowa Department of Natural Resources operates the Iowa Energy Bank. The Energy Bank provides low-interest loan financing for AFV conversions and purchases by state and local government agencies, school districts, community colleges, and non-profit organizations. Financing is made available through local and regional banks. The Department of Natural Resources also does marketing to encourage the use of alternative fuels and has funded public refueling sites for 85% ethanol blends (E85). Contact Ward Lenz at (515) 281-8518, (515) 281-6794-fax, email wlenz@max.state.ia.us, or visit the Web site at <http://www.state.ia.us/governments/dnr> for more information.

The Iowa Department of Natural Resources now has five retail-refueling stations and five private refueling stations for government vehicles.

A law, signed April 1998, requires state government agencies to use a soy-based hydraulic oil. The Department of Transportation, Department of Corrections, Iowa's community colleges, and Regent institutions will use the oil as a replacement for petroleum-based hydraulic oil. For more information, contact Ward Lenz at (515) 281-8515.

Utilities/Private Incentives

MidAmerican Energy Co. will provide incentives to customers on a case-by-case basis for natural gas vehicles and refueling stations. MidAmerican operates seven CNG refueling stations in Iowa that are available to the public by arrangement. For additional information, contact Terry Slaughter at (712) 277-7603, (712) 252-7249-fax, email twslaughter@midamerican.com, or visit the Web site at <http://www.midamerican.com>.

The National Ethanol Vehicle Coalition (NEVC) is an ad-hoc group created by the National Corn Growers Association (NCGA) and the Governors Ethanol Coalition (GEC) to establish a national program to promote the use of E85 as an alternative fuel, enhance agricultural profitability, advance environmental stewardship, and further national energy independence. Through a cooperative effort with the NCGA and its state affiliates, the GEC, state energy offices, and the U.S. Department of Energy—NEVC provides forgivable loans for the installation of public E85 fueling facilities. For more information, contact Phil Lampert at (573) 635-8445, (573) 635-5466-fax, or contact Sandy Hentges at (573) 636-8590, email nevc@sockets.net, or visit the Web site at <http://www.NCGA.com>.

Laws and Regulations

At least 10% of new state vehicle purchases must be capable of using alternative fuels.

In 1988, the Governor proclaimed that all state vehicles must be fueled with 10% ethanol blends (E10) whenever practical.

All vehicles owned or leased by city and county school districts and all vehicles used by members of the Board of Directors of area community colleges must use ethanol-blended fuels.

Legislation enacted in 1993 requires the use of stickers on government vehicles that are being operated on gasoline blended with ethanol.

As of 1995, all fuel pumps dispensing ethanol blends must have a sticker to indicate that the fuel is an ethanol blend.

The road tax for natural gas is \$0.16/100 ft³ compared to \$0.20/gallon for gasoline.

In April 1998, the state legislature passed an extension for the \$0.01 sales tax exemption for ethanol-blended fuels through 2007.

Points of Contact

Iowa State Energy Office

Iowa Department of Natural Resources
Ward Lenz
Phone: (515) 281-7018
Fax: (515) 281-6794
Email: wlenz@max.state.ia.us
Web site: <http://www.state.ia.us/governments/dnr>

Iowa State Transportation

Tom Jackson
Phone: (515) 239-1454
Fax: (515) 239-1975
Email: tjackson@ia.dot.e-mail.com
Web site: <http://www.state.ia.us/governments/dot>

National Ethanol Vehicle Coalition

Sandy Hentges
Phone: (573) 636-8590
Fax: (573) 635-5466
Email: nevc@sockets.net
Web site: <http://www.NCGA.com>

General Services Administration

Regional Fleet Manager
Region 6
Ed Hodges
Phone: (816) 823-3620
Fax: (816) 823-3630
Email: ed.hodges@gsa.gov

Iowa Statehouse

General Statehouse Number
Phone: (515) 281-5011

MidAmerican Energy Company

Terry Slaughter
Phone: (712) 277-7603

National Ethanol Vehicle Coalition

Phil Lampert
Phone: (573) 635-8445
Fax: (573) 635-5466
Email: nevc@sockets.net
Web site: <http://www.NCGA.com>

U.S. Department of Transportation

Federal Transit Administration
Region 6
Joan Roeseler
Phone: (816) 523-0204
Fax: (816) 523-0927
Email: joan.m.roeseler@fta.dot.gov

U.S. Department of Energy

Chicago Regional Support Office
Clean Cities Regional Contact
Melinda Latimer
Phone: (312) 886-8582
Fax: (312) 886-8561
Email: melinda.latimer@hq.doe.gov

Iowa State Energy Office

Iowa Department of Natural Resources
Bureau Chief
Sharon Tahtinen
Phone: (515) 281-7066
Email: stahtinen@max.state.ia.us

KANSAS ALTERNATIVE FUEL VEHICLE INCENTIVES AND LAWS

Kansas is the proud home of the Southwest Kansas and the Kansas City Clean Cities Coalitions.

Overview

The state of Kansas offers a state tax credit to fleets of 10 or more vehicles for conversion or purchase of alternative fuel vehicles (AFVs). The Kansas Corporation Commission offers grants for the conversion or purchase of compressed natural gas vehicles. Other private and utility incentives are also available.

Highlights

Up to \$2,500 state income tax credit of 50% of the cost of factory equipped vehicles can be ascertained, or if the taxpayer elects to do so, 5% of the total cost of the vehicle (up to \$750) may be taken as tax credit. A 50% tax credit is offered for purchase and installation of fueling equipment, compressors, and dispensers of alternative fuels.

State Incentives

The state of Kansas offers an income tax credit for taxpayer expenditures for qualified AFV property, conversion equipment, and refueling property purchased after January 1, 1996. The tax credit is available to anyone who operates a fleet of 10 or more vehicles with an average fleet fuel consumption of at least 2,000 gallons per year.

Senate Bill (SB) 2 extends the Agricultural Ethyl Alcohol Incentive Program from July 1, 1997, to July 1, 2001.

Any taxpayer who purchases a factory equipped AFV and is unable or elects not to determine the exact basis attributable to such property, shall be allowed a credit not exceeding the lesser of 5% of the cost of the vehicle or \$750. This applies only if the 50% tax credit has not been taken, and only to the first owner. If the tax credit exceeds the taxpayer's tax liability, the amount that exceeds the liability may be carried over for deduction in the following year or 3 years until the total tax credit has been deducted from tax liability, except that no such tax credit shall be carried over for deduction after the third taxable year.

Between January 1, 1996, and December 31, 1998, the taxpayer may receive a tax credit of 50% of the total cost of conversion, or 50% of the incremental cost of a factory equipped vehicle, not to exceed \$2,500 per vehicle. After January 1, 1999, the tax credit drops to 40% with a \$2,000 per vehicle limit. For more information on these incentives, contact Otto Sitz at (785) 271-3117, (785) 271-3268-fax, email ositz@-kc.state.ks.us, or visit the Web site at <http://www.kcc.state.ks.us/>.

Utilities/Private Incentives

The National Ethanol Vehicle Coalition (NEVC) is an ad hoc group created by the National Corn Growers Association (NCGA) and the Governors Ethanol Coalition (GEC) to establish a national program to promote the use of 85% ethanol fuel (E85) as an alternative fuel, enhance agricultural profitability, advance environmental stewardship, and further national energy independence. Through a cooperative effort with the NCGA and its state affiliates, the GEC, state energy offices, and the U.S. Department of Energy—NEVC provides forgivable loans for the installation of public E85 fueling facilities. For more information, contact Phil Lampert at (573) 635-8445, (573) 635-5466-fax, or contact Sandy Hentges at (573) 636-8590, email nevc@sockets.net, or visit the Web site at <http://www.NCGA.com>.

Laws and Regulations

A \$0.14/gasoline gallon equivalent tax (compared to a \$0.15/gallon tax on gasoline) is available for CNG and propane fuels.

Executive Order 92-152 requires state agencies to use alternative fuels in their vehicle fleets when cost effective.

State fleets in the Kansas City and Wichita areas are required (by Section 1 of House Bill 95-2161) to have a certain percentage of their light-duty vehicles weighing less than 8,500 lb to be alternatively fueled. The requirements are to acquire:

- 30% in model year 1998
- 25% in model year 1999
- 75% in model year 2000 and beyond.

KANSAS ALTERNATIVE FUEL VEHICLE INCENTIVES AND LAWS

Sections 2 through 5 of House Bill 95-2161 establish an alternative fuels loan program to assist government agencies in purchasing new AFVs. However, no funds have been allocated for this program.

SB 799 (1994) establishes an Alternative Fuel Commission to coordinate, identify, and make recommendations regarding alternative fuels and their use in the state.

Points of Contact

Southwest Kansas Clean Cities Coordinator
Stevens County Economic Development Office
Ed Cole
Phone: (316) 544-2434

Kansas City Clean Cities Coordination
Jennifer Logan
Phone: (816) 983-4301
Fax: (816) 983-4475
Email: jennifer_logan@kcnc.org

National Ethanol Vehicle Coalition
Phil Lampert
Phone: (573) 635-8445
Fax: (573) 635-5466
Email: nevc@sockets.net
Web site: <http://www.NCGA.com>

Kansas State Transportation
Department of Transportation
Dennis Slimmer
Phone: (913) 296-2252

U.S. Department of Transportation
Federal Highway Administration
Region 7
Dan Wheeler
Phone: (816) 276-2750

General Services Administration
Regional Fleet Manager
Region 6
Phone: Ed Hodges

Kansas Statehouse
General Statehouse Number
Phone: (913) 296-0111

Kansas City Clean Cities Coordination
Benjamin Watson
Phone: (816) 531-7283
Fax: (816) 855-9860

Kansas State Energy Office
Kansas Corporation Commission
Otto Sitz
Phone: (913) 271-3117

National Ethanol Vehicle Coalition
Sandy Hentges
Phone: (573) 636-8590
Fax: (573) 635-5466
Email: nevc@sockets.net
Web site: <http://www.NCGA.com>

U.S. Department of Energy
Denver Regional Support Office
Clean Cities Regional Contact
Ernie Oakes
Phone: (303) 275-4817
Email: ernie.oakes@hq.doe.gov

U.S. Department of Transportation
Federal Transit Administration
Region 7
Joan Roeseler
Phone: (816) 523-0204

U.S. Environmental Protection Agency
Regional Pollution Prevention
Coordinator
Region 7
Steve Wurtz
Phone: (913) 551-7315

KENTUCKY ALTERNATIVE FUEL VEHICLE INCENTIVES AND LAWS

Kentucky is the proud home of the Louisville Clean Cities Coalition.

Overview

Several utility companies in Kentucky provide incentives for alternative fuel vehicles (AFVs) on a case-by-case basis. Western Kentucky Gas also offers customers a rebate for compressed natural gas (CNG) conversion costs.

Highlights

Up to \$1,000 per vehicle rebate is available from Western Kentucky Gas for CNG conversion costs or incremental costs for purchasing an original equipment manufacturer (OEM) natural gas vehicle (NGV).

State Incentives

Kentucky does not have any mandates or incentives for alternative fuels yet, but does sponsor some demonstration projects, including a small biomass demonstration program. The Kentucky Division of Energy provides information on a range of alternative fuels, helps publicize demonstration projects, and promotes networks of people working with alternative fuels. The Kentucky Division of Energy received a grant from the U.S. Department of Energy to install four CNG refueling stations in Kentucky that will be open to the public. For more information, contact the Division of Energy, Natural Resources Cabinet via John Stapleton or Geoff Young at (502) 564-7192, (502) 564-7484-fax, email stapleton_j@nrepc.nr.state.ky.us or young_g@nrepc.nr.state.ky.us, or visit the Web site at <http://www.state.ky.us/agencies/nrepc/dnr/energy.dnrdoe.html>.

Utilities/Private Incentives

Western Kentucky Gas offers a rebate of up to \$1,000 per vehicle for CNG conversion costs or the incremental cost of an OEM NGV. The company funded a public refueling station. For more information, contact Jim Allison at (502) 245-3400.

Columbia Gas of Kentucky, Inc. has two NGV Fueling Stations in Kentucky, in Lexington and Ashland. For additional information, contact the NGV Hotline at (800) 866-4GAS, ext. 54; or Tom Connolly at (606) 288-0237; (606) 288-0252-fax; email tomconnolly@usa.net; or visit the Web site at <http://www.columbiaenergygroup.com>.

Delta Natural Gas is willing to work with fleets converting to CNG, and will provide incentives on a case-by-case basis. Delta Natural Gas operates a public refueling station in the Corbin area. Contact Jouett Craycraft at (606) 744-6171, ext. 151; (606) 745-0976-fax; or visit the Web site at <http://www.deltagas.com> for more information.

The National Ethanol Vehicle Coalition (NEVC) is an ad hoc group created by the National Corn Growers Association (NCGA) and the Governor's Ethanol Coalition (GEC) to establish a national program to promote the use of 85% ethanol fuel (E85) as an alternative fuel, enhance agricultural profitability, advance environmental stewardship, and further national energy independence. Through a cooperative effort with the NCGA and its state affiliates, the GEC, state energy offices, and the U.S. Department of Energy—NEVC provides forgivable loans for the installation of public E85 fueling facilities. For more information, contact Phil Lampert at (573) 635-8445, (573) 635-5466-fax, or contact Sandy Hentges at (573) 636-8590, email nevc@sockets.net, or visit the Web site at <http://www.NCGA.com>.

Laws and Regulations

Legislation enacted in 1992 exempts the sale of CNG as a transportation fuel from State Public Service Commission Regulation.

House Bill 58 (1998) adds natural gas used to operate farm machinery to the tax exemption for fuels used to operate or propel agricultural vehicles and equipment (e.g. on farm grain or soybean drying facilities, chicken and livestock facilities, ratite, alpaca, or llama facilities).

Points of Contact

Louisville Clean Cities Coordinator

Kentucky Clean Fuels Coalition
Melissa Howell
Phone: (502) 452-9152
Fax: (502) 452-9152
Email: kcfc@aol.com

Western Kentucky Gas

Jim Allison
Phone: (502) 245-3400
Fax: (502) 685-8052

Delta Natural Gas

Jouett Craycraft
Phone: (606) 744-6171, ext. 151
Fax: (606) 745-0976
Web site: <http://www.deltagas.com/>

National Ethanol Vehicle Coalition

Phil Lampert
Phone: (573) 635-8445
Fax: (573) 635-5466
Email: nevc@sockets.net
Web site: <http://www.NCGA.com>

Metropolitan Planning Organizations

Kentuckiana Regional Planning and
Development Agency
Norman Tull
Phone: (502) 266-6084
Fax: (502) 266-5047
Email: KIPDA@iglov.com
Web site: <http://www.iglov.com/kipda>

Metropolitan Planning Organizations

Green River Area Development District
Shirley Dexter
Phone: (502) 926-4433
Fax: (502) 684-0714
Email: sdexter@mail.state.ky.us
Web site: <http://www.gradd.com>

U.S. Department of Energy

Atlanta Regional Support Office
Clean Cities Regional Contact
Steve Hortin
Phone: (404) 347-0239
Fax: (404) 347-3098
Email: steve.hortin@hq.doe.gov

Kentucky State Energy Office

Division of Energy, Natural Resources Cabinet
John Stapleton
Phone: (502) 564-7192
Fax: (502) 564-7484
Email: stapleton_j@nrepc.nr.state.ky.us
Web site:
<http://www.state.ky.us/agencies/nrepc/dnr/energy/dnrdoe.html>

Kentucky State Energy Office

Division of Energy, Natural Resources Cabinet
Geoff Young
Phone: (502) 564-7192
Fax: (502) 564-7484
Email: young_g@nrepc.nr.state.ky.us
Web site:
<http://www.state.ky.us/agencies/nrepc/dnr/energy/dnrdoe.html>

Columbia Gas of Kentucky

Tom Connolly
Phone: (606) 288-0237 or (800) 866-4GAS, ext. 54
Fax: (606) 288-0252
Email: Tomconnolly@usa.net
Web site: <http://www.columbiaenergygroup.com>

National Ethanol Vehicle Coalition

Sandy Hentges
Phone: (573) 636-8590
Fax: (573) 635-5466
Email: nevc@sockets.net
Web site: <http://www.NCGA.com>

Metropolitan Planning Organizations

Lexington-Fayette Urban County Government
David Schaars
Phone: (606) 258-3160
Fax: (606) 258-3163
Email: DAVIDS3@LSUCG.com
Web site: <http://www.LSUCG.com>

Kentucky State Transportation

Transportation Cabinet Division of Multi-Model Programs
Jerry Ross
Phone: (502) 564-7433
Fax: (502) 564-4422
Email: JRoss@mail.kytc.state.ky.us
Web site: <http://www.kytc.state.ky.us>

U.S. Department of Energy

Atlanta Regional Support Office
Clean Cities Regional Contact
Yolanda Jones
Phone: (404) 347-2386
Fax: (404) 347-3098
Email: yolanda.jones@hq.doe.gov

KENTUCKY ALTERNATIVE FUEL VEHICLE INCENTIVES AND LAWS

U.S. Department of Transportation

Federal Highway Administration
Region 4
Andy Edwards
Phone: (404) 347-4499

U.S. Environmental Protection Agency

Regional Pollution Prevention Coordinator
Region 4
Connie Roberts
Phone: (404) 562-9084

General Services Administration

Regional Fleet Manager
Region 4
Jill Stang
Phone: (404) 331-5150
Fax: (404) 331-1879
Email: jill.stang@gsa.gov

U.S. Department of Transportation

Federal Transit Administration
Region 4
Alex McNeil
Phone: (404) 562-3500
Fax: (404) 562-3505

U.S. Environmental Protection Agency

Regional Pollution Prevention Coordinator
Region 4
Bernie Hayes
Phone: (404) 562-9430
Fax: (404) 562-9066
Email: hayes.bernie@epamail.epa.gov

Overview

The state of Louisiana offers an income tax credit for 20% of the incremental or conversion costs for alternative fuel vehicles (AFVs) or refueling stations.

Highlights

A state income tax credit is available for 20% of the costs of converting a vehicle to alternative fuels, or up to \$1,500 for 20% of the incremental cost of purchasing a factory-equipped AFV.

State Incentives

Act 1060 (1991) offers a state income tax credit for 20% of the incremental cost of purchasing a factory-equipped AFV, 20% of the cost for converting a vehicle to alternative fuels, and 20% of the cost for alternative fuel refueling stations. For the purchase of an original equipment manufacturer AFV, the tax credit cannot exceed the lesser of 2% of the cost of the vehicle or \$1,500. Act 169 (1992) stipulates that only those vehicles registered in Louisiana can receive the tax credit. For additional information on the tax credit, contact the Louisiana Department of Natural Resources via Sam Stuckey (504) 342-2122, or call the Louisiana Department of Revenue and Taxation at (504) 925-4611.

Senate Bill (SB) 109 (1998), exempts diesel fuel, butane, propane, and other liquefied petroleum gases (LPGs) used for farming purposes from local sales taxes.

Utilities/Private Incentives

Trans Louisiana Gas operates a public refueling station in Lafayette. Trans Louisiana Gas may offer incentives for the conversion of natural gas vehicles (NGVs) on a case-by-case basis. Contact Frank Marino at (318) 268-4407, (318) 234-1040-fax for additional information.

Arkansas Louisiana Gas (Arkla) has a special lower rate for compressed natural gas (CNG) used to fuel vehicles. Arkla offers technical assistance and station design assistance for natural gas refueling stations. For more information, contact Arthur Connerly at (501) 377-4877 or Dwayne Brown at (501) 377-4742, (501) 377-4876-fax, or visit the Web site at <http://www.noram.com/arkla/contacts/html>.

Laws and Regulations

Act 927 (1990) requires that as many as 80% of all state vehicles be converted to operate on alternative fuels by 1998. This provision was extended to all political subdivisions of the state by Act 954 (1990). The phase-in began in 1994 with 30% of state vehicles specified to be capable of using alternative fuels. Both acts included a provision to waive specified percentages when an agency provides evidence that a central refueling station for alternative fuels is not available, or that projected net costs will exceed those associated with continued use of traditional gasoline or diesel fuels over the expected useful life of the equipment or facilities.

Acts 927 and 954 also prohibit subsidies and incentives for the production of CNG, LPG, reformulated gasoline, methanol, or ethanol. Executive Order EWE93-9 issued by then-Governor Edwin Edwards expired. Act 531 (1990) directed the Public Service Commission to deregulate the sale of CNG by producers, pipelines, distribution companies, or other persons when it is used as a transportation fuel.

Act 516 (1991) provided for an alternate method of paying tax on LPG, liquefied natural gas, and CNG when used as a motor fuel.

Act 666 (1993) reduced the special fuels tax provided by Act 516 (1991) to a flat rate of \$150/year or a variable rate of \$0.16/gasoline gallon equivalent. Act 7 (1994) lowers the special fuels tax rate for school buses that transport Louisiana students to one-half the rate specified in Act 666.

Points of Contact

Louisiana Statehouse
General Statehouse Number
Phone: (504) 342-6600

Arkansas Louisiana Gas (Arkla)
Arthur Connerly
Phone: (501) 377-4877

Trans Louisiana Gas
Frank Marino
Phone: (318) 268-4407

Metropolitan Planning Organizations
Capital Region Planning Commission
Huey Dugas
Phone: (504) 383-5203
Fax: (504) 383-5203
Email: hdugas@aol.com

U.S. Department of Energy
Denver Regional Support Office
Dallas Duty Station
Clean Cities Regional Contact
Dan Deaton
Phone: (972) 491-7276
Fax: (972) 491-7292
Email: dan.deaton.@hq.doe.gov

General Services Administration
Regional Fleet Manager Region 7
Virlene Griffin
Phone: (817) 978-2381

U.S. Environmental Protection Agency
Regional Pollution Prevention Coordinator
Region 6
Linda Thompson
Phone: (212) 665-6568

Louisiana State Energy Office
Scott Wehner
Phone: (504) 342-2122

U.S. Environmental Protection Agency
Clean Fuel Fleet Program Contact
Region 6
James Davis
Phone: (216) 665-7584

Louisiana State Energy Office
Louisiana Department of Natural Resources
Paula Ridgeway
Phone: (504) 342-2133

Arkansas Louisiana Gas (Arkla)
Dwayne Brown
Phone: (501) 377-4742

Metropolitan Planning Organizations
Imperial Calcasieu Regional Planning and Development
Commission
Patricia Quigley
Phone: (318) 433-1771

Louisiana State Transportation
Department of Transportation and Development
Coan Bueche
Phone: (504) 358-9131

U.S. Department of Transportation
Federal Highway Administration
Region 6
George Hadley
Phone: (817) 334-3235

U.S. Environmental Protection Agency
Regional Pollution Prevention Coordinator
Region 6
Rob Lawrence
Phone: (214) 665-6580

Arkansas Louisiana Gas (Arkla)
Dwayne Brown
Phone: (501) 377-4742
Fax: (501) 377-4876
Web site: <http://www.noram.com/arkla/contacts/html>

U.S. Department of Transportation
Federal Transit Administration
Region 6
Jesse Balleza
Phone: (817) 860-9663
Fax: (817) 860-9437
Email: jesse.balleza@fta.dot.gov

Maine is the proud home of the Portland Clean Cities Coalition.

Overview

The state of Maine provides for a partial tax exemption for the purchase of clean fuel vehicles from January 1, 1999, through January 1, 2000.

State Incentives

Maine provides a partial tax exemption for the purchase of clean fuel vehicles. For original equipment manufacturer (OEM) vehicles, the portion of the sale or lease of a clean fuel vehicle exceeding the price of an identical vehicle powered by gasoline is tax-exempt. When there is no identical vehicle powered by gasoline, the exemption is for 30% of the price of internal combustion engine vehicles, and 50% of electric and fuel-cell vehicles. The tax exemption begins on January 1, 1999, and goes through January 1, 2006. For more information, contact Danuta Drozdowicz, Department of Environmental Protection, at (207) 822-6317.

Utilities/Private Incentives

Bay State Gas Co. has a preferential fuel rate that averages \$1.04/gasoline gallon equivalent for natural gas used to fuel a motor vehicle. Bay State Gas operates two public compressed natural gas refueling stations; one in Brockton and one in Springfield. For additional information, contact Gary Robinson at (508) 836-7074, (508) 836-7188-fax, email robinson@bgc.com, or visit the Web site at <http://www.baystategas.com>.

Laws and Regulations

Maine has adopted the California vehicle exhaust emissions requirements. Chapter 127, adopted by the Board of Environmental Protection, includes a zero emission vehicle mandate. This program has been delayed until three other New England states in the Ozone Transportation Region adopt a low emission vehicle program.

Senate Bill 228 creates equity in the taxation of special fuels for gasoline and propane distributors.

House Bill (HB) 489 (LD 660) (1998) provides a tax exemption for the incremental cost of an OEM clean fuel vehicle. If no identical vehicle powered by gasoline is available, the tax exemption will be applied to 25% of the expenditures made for vehicles from January 1, 2002, to December 31, 2005. The bill also provides a tax credit on the cost of developing a clean fuel infrastructure. The qualifying percentage of expenditures is 50% from January 1, 1999, to December 31, 2001, and 25% from January 1, 2002, to December 31, 2006.

HB 300 authorizes the Department of Economic and Community Development to select five different joint venture proposals for demonstration programs to develop infrastructure to support the use of alternative fuel vehicles. The bill also establishes a program to guarantee loans to fleet operators for alternative fuel vehicle (AFV) support. AFVs are exempt from sales and use tax, parking fees, and registration fees. Unsupported insurance surcharges for AFVs are prohibited.

HB 489 provides that no aspect of Section 7545(k) of the federal Clean Air Act may be implemented in this state without state legislative approval, and that a state or federal authority may not mandate any fuel for use, or prohibit the sale of any fuel that is sold in any other state of the United States. It also prohibits a state or federal authority from implementing any automobile testing policy and other related policies without state legislative approval.

Points of Contact

Greater Portland Clean Cities Coordinator/Planner

Greater Portland Council of Governments
Steve Linnell
Phone: (207) 774-9891
Fax: (207) 774-7149
Email: slinnell@server.eddmaine.org

U.S. Department of Energy

Boston Regional Support Office
Clean Cities Regional Contact
Mike Scarpino
Phone: (617) 565-9716
Fax: (617) 565-9723
Email: michael.scarpino@hq.doe.gov

Bay State Gas Company

Gary Robinson
Phone: (508) 836-7188

Metropolitan Planning Organizations

Bangor Area Comprehensive Transportation System
Rob Kenerson
Phone: (207) 942-6389
Fax: (207) 942-3548
Email: Bacts@emdc.org

Metropolitan Planning Organizations

Hancock County Planning Commission
Thomas Martin
Phone: (207) 667-7131
Fax: (207) 667-2099
Email: HCPC@acadia.net

Metropolitan Planning Organizations

Lewiston-Auburn Comprehensive Transportation Study
Jeremy Evans
Phone: (207) 784-3852
Fax: (207) 783-5211
Email: Jevans@AVCOG.EDDmaine.org

Maine State Transportation

Contact Department of Transportation
Dean Lessard
Phone: (207) 287-8243
Fax: (207) 287-3292
Email: Dean.Lessard@state.me.us

Maine Statehouse

General Statehouse Number
(207) 582-9500

Department of Environmental Protection

Southern Maine Regional Office
Energy Specialist
Danuta Drozdowicz
Phone: (207) 822-6317
Fax: (207) 822-6303
Email: danuta.drozdowicz@state.me.us
Web site: <http://www.state.me.us/dep>

Northern Utilities

Subsidiary of Bay State Gas Company
Jill Duson
Phone: (207) 797-8002
Fax: (207) 878-3598

Metropolitan Planning Organizations

Eastern Mid-Coast Regional Planning Commission
Dave Martucci
Phone: (207) 594-2299
Fax: (207) 594-4272
Email: Planning@Midcoast.com

Metropolitan Planning Organizations

Kittery Area Comprehensive Transportation Study
Tom Reinauer
Phone: (207) 324-2952
Fax: (207) 324-2958
Email: smrpc@ime.net

Metropolitan Planning Organizations

Portland Area Comprehensive Transportation Committee
John Duncan
Phone: (207) 774-9891
Fax: (207) 774-7149
Email: Jduncan@server.eddmaine.org

Maine State Energy Office

Energy Conservation Division Dept. of Economic & Community Development
Brian Dancause
Phone: (207) 287-3153
Fax: (207) 287-5701
Email: brian.k.dancause@state.me.us
Web site: <http://www.edondevmaine.com>

MAINE ALTERNATIVE FUEL VEHICLE INCENTIVES AND LAWS

U.S. Department of Transportation

Federal Transit Administration
Region 1
Max Vigil
Phone: (617) 494-2055
Fax: (617) 494-2865
Email: max.vigil@fta.dot.gov

U.S. Environmental Protection Agency

Regional Pollution Prevention Coordinator
Region 1
Mark Mahoney
Phone: (617) 565-1155

General Services Administration

Regional Fleet Manager
Region 1
Brian Smith
Phone: (212) 264-3930
Fax: (212) 264-5771
Email: brian.smith@gsa.gov

MARYLAND ALTERNATIVE FUEL VEHICLE INCENTIVES AND LAWS

Maryland is the proud home of the Baltimore Clean Cities Coalition.

Overview

Maryland has several tax incentives to encourage the use of alternative fuel vehicles (AFVs). State income tax credits are available for the costs of purchasing or converting vehicles to alternative fuels. Refueling and recharging equipment for AFVs are exempt from property tax. Electric vehicles (EVs) are exempt from the motor fuels tax, and the conversion costs for clean fuel vehicles are exempt from sales tax. Several utilities in Maryland are active in promoting AFVs. Potomac Electric Power Co. has a special rate for off-peak charging of EVs. Maryland is participating in the National Low Emission Vehicle Program, beginning with the 1999 vehicle model year.

Highlights

A \$800–\$2,000 state tax credit is available for owners of AFVs.

State Incentives

Senate Bill (SB) 648 allows for corporations and individuals to claim a credit against the state income tax by purchasing AFVs. This credit is based on the equivalent federal credits and deductions defined in the Energy Policy Act of 1992 (EPAct). AFVs with a gross vehicle weight of less than 26,000 lb are eligible for the credit. The credit is determined by taking a percentage of the federal credit or deduction for each applicable weight class. The available credits are shown below:

<u>Weight</u>	<u>Federal Tax Deduction</u>	<u>Percentage</u>	<u>MD Tax Credit</u>
0 to 5,000 lb	\$2,000	40%	\$800
5,000 to 10,000 lb	\$2,000	80%	\$1,600
10,000 to 26,000 lb	\$5,000	40%	\$2,000
Electric vehicles	\$4,000	40%	\$1,600

Under SB 648, alternative fuel providers can not claim a credit. In addition, a credit can not be claimed unless the individual or corporation has already met or exceeded any federal or state purchasing requirements, such as those under the Clean Air Act Amendments or EPAct. The credit is applicable for one tax year, and may not be carried to other years. The credit is active for AFV property placed in service between July 1, 1995, and July 1, 1998. For more information, contact Dale Baxter, Maryland Energy Administration, at (800) 72-ENERGY or (410) 974-3751.

Utilities/Private Incentives

Baltimore Gas and Electric Co. (BGE) has nine compressed natural gas (CNG) refueling sites in Maryland available to the public. Through a partnership with the state of Maryland, BGE funded, constructed, and will maintain CNG refueling stations at the Baltimore State Office Complex and at Baltimore Washington International Airport. For more information, contact Robert G. Nichols at (410) 597-7434, (410) 298-7725-fax, or email Gill.Nichols@bge.com.

The National Ethanol Vehicle Coalition (NEVC) is an ad hoc group created by the National Corn Growers Association (NCGA) and the Governor's Ethanol Coalition (GEC) to establish a national program to promote the use of 85% ethanol fuel (E85) as an alternative fuel, enhance agricultural profitability, advance environmental stewardship, and further national energy independence. Through a cooperative effort with the NCGA and its state affiliates, the GEC, state energy offices, and the U.S. Department of Energy—NEVC provides forgivable loans for the installation of public E85 fueling facilities. For more information, contact Phil Lampert at (573) 635-8445, or contact Sandy Hentges at (573) 656-8590, email nevc@sockets.net or visit the Web site at <http://www.NCGA.com>.

Potomac Electric Power Co. (PEPCO) has experimental EV time-of-use rates of \$0.02512/kWh. PEPCO will install a dedicated meter at the company's expense to measure electricity used to charge EVs. For additional information, contact Bonnie Graziano, at (202) 872-2973, (202) 331-6185-fax, email bgraziano@pepco.com, or visit the Web site at <http://www.pepco.com>.

MARYLAND ALTERNATIVE FUEL VEHICLE INCENTIVES AND LAWS

Washington Gas provides a number of incentives to encourage the use of natural gas vehicles, including joint efforts with federal, state, and local governments, as well as commercial fleets, to build CNG fueling stations. In addition, the utility offers a customer service program which provides technical expertise and driver and technician training. For additional information, contact Richard Gehr at (703) 750-4446, (703) 750-4441-fax, or visit the Web site at <http://www.washgas.com>.

Sun Co. will work with customers to establish fuel pricing. The Sun Co. has CNG and LPG refueling stations that are available through card access. For more information, contact Michael Miller at (610) 859-1849, (610) 859-5524-fax, or email michael_miller@sunoil.com.

Laws and Regulations

Chapter 603 of Maryland law, enacted on May 27, 1993, exempts from the sales and use tax, the sale of machinery and equipment that is intended for installation in an existing gasoline or diesel fuel-powered motor vehicle to convert the motor vehicle that is propelled by a clean-burning fuel or intended for use at a refueling station as specified. This law expires on June 30, 1999.

On May 11, 1993, Chapter 269 of Maryland law was enacted to exempt from property tax, machinery or equipment used to dispense into motor vehicles clean fuels that meet the standards of the federal Clean Air Act. It also provides for the phasing in of the applicability of the property tax to the refueling equipment or machinery beginning in taxable year 1998. The Act applies to all taxable years after June 30, 1994.

Chapter 270 of Maryland law, which was enacted on May 11, 1993, alters the rate of the motor fuel tax for alternative fuels, as defined under EPA Act, from \$0.2425/gallon to \$0.235/gasoline gallon equivalent. The legislation defines "alternative fuel" for the purposes of the fuel tax law to mean an alternative fuel as defined in EPA Act.

In 1992, legislation was enacted that defines "gas company" and does not include companies that sell, supply, or distribute CNG for use in motor vehicles. The law also removes sale of CNG for use as a motor vehicle fuel from the regulation of the state Public Service Commission.

A 1993 Executive Order requires that 20% to 25% of new state fleet purchases be powered by alternative fuels.

House Bill 705 extends the eligibility for state tax credits for AFVs, including EVs, from June 30, 1998, to June 30, 2000.

Points of Contact

Metropolitan Baltimore Clean Cities Program

Clean Cities Coordinator
Dale Baxter
Phone: (410) 260-7655
Fax: (410) 974-2250
Email: dbaxter@energy.state.md.us

Potomac Electric Power Company

Bonnie Graziano
Phone: (410) 872-2973
Email: bsgraziano@pepco.com

United Propane

Harold Cockrell
Phone: (410) 987-5906
Fax: (410) 987-9000

Baltimore Gas and Electric Company

Alternative Fuel Vehicle Specialist
Marketing and Sales Division
Robert G. Nichols
Email: Gill.Nichols@bge.com

Sun Company

Michael Miller
Phone: (610) 859-1849
Fax: (610) 859-5524
Email: michael_miller@sunoil.com/

Metropolitan Planning Organizations

Baltimore Metropolitan Council
Harvey Bloom
Phone: (410) 333-4743
Fax: (410) 659-1260
Web site: <http://www.baltometro.org>

MARYLAND ALTERNATIVE FUEL VEHICLE INCENTIVES AND LAWS

Maryland State Transportation

Department of Transportation
Rick Sheckells
Phone: (410) 865-1277

National Ethanol Vehicle Coalition

Sandy Hentges
Phone: (573) 636-8590
Fax: (573) 635-5466
Email: nevc@sockets.net
Web site: <http://www.NCGA.com>

U.S. Department of Energy

Philadelphia Regional Support Office
Clean Cities Regional Contact
Patricia Passerella
Phone: (215) 656-6966
Fax: (215) 656-6981
Email: Patricia.Passerella@hq.doe.gov

U.S. Environmental Protection Agency

Regional Pollution Prevention Coordinator
Region 3
Jeff Burke
Phone: (215) 566-2761
Fax: (215) 566-2782
Email: burke.jeff@epamail.epa.gov

Baltimore Metropolitan Council

Susan Stephenson
Phone: (410) 333-1750, ext. 294
Email: Sstephenson@baltometro.org

National Ethanol Vehicle Coalition

Phil Lampert
Phone: (573) 635-8445
Fax: (573) 635-5466
Email: nevc@sockets.net
Web site: <http://www.NCGA.com>

U.S. Department of Energy

Philadelphia Regional Support Office
Clean Cities Regional Contact
James Ferguson
Phone: (215) 656-6977
Fax: (215) 656-6981
Email: James.M.Ferguson@hq.doe.gov

U.S. Department of Transportation

Federal Transit Administration
Region 3
John Garrity, Jr.
Phone: (215) 656-7100
Fax: (215) 656-7260
Email: john.t.garrity@fta.dot.gov

Maryland State Transportation

Department of Transportation
William Mangels
Phone: (410) 865-1283

Massachusetts is the proud home of the Boston Clean Cities Coalition.

Overview

Massachusetts offers two Congestion Mitigation and Air Quality (CMAQ)-funded incentive programs for AFVs: first, an Electric Vehicle (EV) leasing program for commuters in an intermodal context to commute from home to public transportation transfer stations; and secondly, a program for municipal and state fleets that covers the acquisition cost differential between AFVs and their conventional vehicle counterparts.

State Incentives

At the time of publication, the Commonwealth of Massachusetts has legislation pending to provide tax incentives for the purchase of AFVs. In 1996, the Weld administration issued an Executive Order to state fleet managers to comply with the Energy Policy Act of 1992 (EPAct) AFV purchase requirements, which includes a mandatory minimum purchase of EVs. For more information, call David Rand, Transportation Program Manager at the Division of Energy Resources, (617) 727-4732, ext. 138.

Utilities/Private Incentives

Contact Gary Robinson, at (508) 836-7074, (508) 836-7188-fax, email robinson@bgc.com, or visit the Web site at <http://www.baystategas.com> for additional information. Boston Edison offers customers technical assistance, products, and demonstrations for EVs and chargers.

Boston Edison operates public rapid recharging stations for EVs at Boston City Hall and Logan Airport. Plans are underway to install charging stations along the Massachusetts Turnpike. For more information, contact David Dilts at (617) 424-3590.

Boston Gas provides technical assistance to fleet customers wishing to convert to compressed natural gas (CNG) vehicles. The two Boston Gas CNG fueling stations are open to the public on a contractual basis, and Boston Gas has opened several public CNG fueling stations. Boston Gas has established a training center for CNG technicians. For additional information, call Mike Manning, (617) 723-5512, ext. 4249.

Colonial Gas offers technical assistance to customers converting vehicles to CNG and to CNG fueling stations. Rebates or incentives are available on a case-by-case basis. Colonial Gas operates two public CNG fueling stations. Contact Lawrence Bearce at (978) 322-3650.

Commonwealth Gas provides technical assistance to fleet customers wishing to convert to CNG vehicles and offers a Fuelmaker leasing program. The Commonwealth Gas natural gas refueling station in Southborough is available to the public by arrangement. For more information, contact Robert DeGiandomenico at (508) 481-7900, ext. 2231.

Laws and Regulations

The restrictions on light- and medium-duty CNG vehicles have been lifted, and CNG vehicles may now travel through Boston's tunnels and underpasses.

The Governor issued an Executive Order on June 27, 1996, requiring state fleets to acquire AFVs according to the requirements of EPAct, and requiring a certain percentage of these vehicles to be EVs.

A proposed rulemaking was issued in the fall of 1996, in response to the Governor's Executive Order, mandating AFV acquisitions for the state fleet, based on the EPAct requirements.

House Bill 3334 (1996) deregulates the sale of CNG when used as a motor vehicle fuel.

In 1990, the state enacted legislation adopting the California vehicle exhaust emissions requirements, phased-in starting in 1993. Enforcement of the Low Emission Vehicle program began in 1995.

The state excise tax on CNG and LPG for on-highway use is about \$0.10 per gasoline gallon equivalent, compared to the \$0.21 per gallon state excise tax on gasoline.

Points of Contact

Metropolitan Area Planning Council

Barbara Lucas
Phone: (617) 451-2770, ext. 2043
Fax: (617) 482-7185
Email: Blucas@mapc.org

Bay State Gas Company

Gary W. Robinson
Phone: (508) 836-7188
Fax: (508) 836-7074
Email: robinson@bgc.com
Web site: <http://www.baystategas.com>

Boston Gas

Mike Manning
Phone: (617) 723-5512, ext. 4249

Commonwealth Electric

Tom Dexter
Phone: (508) 999-9368 ext. 5258

Metropolitan Planning Organizations

Pioneer Valley Metropolitan Planning Organization
Timothy Brennan
Phone: (413) 781-6045

Executive Office of Transportation & Construction

James Cope
Phone: (617) 973-7043

U.S. Department of Energy

Boston Regional Support Office
Clean Cities Regional Contact
Mike Scarpino
Phone: (617) 565-9716
Fax: (617) 565-9723
Email: michael.scarpino@hq.doe.gov

U.S. Department of Transportation

Federal Transit Administration
Region 1
Max Vigil
Phone: (617) 494-2055
Fax: (617) 494-2865
Email: max.vigil@fta.dot.gov

U.S. Environmental Protection Agency

Regional Pollution Prevention Coordinator
Region 1
Mark Mahoney
Phone: (617) 565-1155

Boston Clean Cities Coordinator

Mass. Division of Energy Resources
David Rand
Phone: (617) 727-4732
Fax: (617) 482-7185
Email: david.rand@state.ma.us

Boston Edison

David Dilts
Phone: (617) 424-3590
Fax: (617) 424-3590
Email: david_dilts@bedison.com
Web site: <http://www.bedison.com>

Colonial Gas

Lawrence Bearce
Phone: (978) 322-3650

Commonwealth Gas

Robert DeGiandomenico
Phone: (508) 481-7900, ext. 2231

Metropolitan Planning Organizations

Central Massachusetts Metropolitan Planning Organization
William Scanlan
Phone: (508) 756-7717

Massachusetts Department of Environmental Protection

Tom De Normandie
Phone: (617) 292-5763

U.S. Department of Transportation

Federal Highway Administration
Region 1
Alicia Nolan
Phone: (518) 431-4224, ext. 236
Fax: (518) 431-4208
Email: alicia.nolan@fhwa.dot.gov

General Services Administration

Regional Fleet Manager
Region 1
Brian Smith
Phone: (212) 264-3930
Fax: (212) 264-5771
Email: brian.smith@gsa.gov

MICHIGAN ALTERNATIVE FUEL VEHICLE INCENTIVES AND LAWS

Michigan is the proud home of the Detroit, Michigan/Toronto, and the Ontario, Canada Clean Cities Coalitions.

Overview

Several utilities in Michigan provide incentives for alternative fuel vehicles (AFVs), including rebates from Consumers Power Co. for bi-fuel and dedicated AFVs.

Highlights

A \$500 rebate is available from Consumers Power Co for a dedicated natural gas vehicle (NGV), and \$300 rebate for a bi-fuel vehicle.

State Incentives

In compliance with the Energy Policy Act of 1992, Michigan Governor, John Engler, established an interdepartmental taskforce to analyze issues related to the development of AFVs in Michigan. The Michigan State Plan for Alternative Fueled Vehicles was completed in 1996. For more information on the findings of this taskforce, contact John Sarver at (517) 334-7234 or (517) 882-1685-fax.

Michigan did not have incentives for AFVs at the time of publication. The Energy Resources Division (ERD), Michigan Department of Consumer and Industry Services, coordinates federal AFV project assistance. ERD offers grants to help communities that are interested in joining the Department of Energy's Clean Cities Program. For more information, contact Tim Shiremine, Michigan Public Service Commission, at (517) 334-6604 or email tim.a.shireman@cis.state.mi.us.

A voluntary statewide emission-trading program was adopted and took effect on March 19, 1996. Rules allow AFV credits to be traded or retained for future use based on emission reductions, as in the Clean Fuel Fleet Program, but not on a per vehicle basis. For additional information, contact Robert Rusch at (517) 373-7041.

Utilities/Private Incentives

Consumers Power Co. offers incentives of \$300/bi-fuel vehicle and \$500/dedicated NGV vehicle, for a maximum of 10 vehicles per company or individual. For additional information, contact Vance Anderson at (517) 788-2251.

Detroit Edison Company has a special rate for electricity used to charge an electric vehicle. For additional information, contact John Olsen at (313) 235-8912.

Michigan Consolidated Gas Co. offers 28 public refueling stations. Contact Rob Bacyinski at (616) 722-7878, (616) 722-9362-fax, email rbacyins@michcon.com, or visit the Web site at <http://www.michcon.com> for more information.

The National Ethanol Vehicle Coalition (NEVC) is an ad hoc group created by the National Corn Growers Association (NCGA) and the Governors Ethanol Coalition (GEC) to establish a national program to promote the use of 85% ethanol fuel (E85) as an alternative fuel, enhance agricultural profitability, advance environmental stewardship, and further national energy independence. Through a cooperative effort with the NCGA and its state affiliates, the GEC, state energy offices, and the U.S. Department of Energy—NEVC provides forgivable loans for the installation of public E85 fueling facilities. For more information, contact or contact Phil Lampert at (573) 635-8445, (573) 635-5466-fax, or contact Sandy Hentges at (573) 636-8590, email nevc@sockets.net, or visit the Web site at <http://www.NCGA.com>.

Laws and Regulations

In 1993, the Michigan Public Service Commission (MPSC) approved a settlement agreement that established an “experimental transportation service” natural gas vehicle refueling rate.

The Michigan Public Service Commission has ruled that the sale of natural gas as a vehicular fuel does not come under its jurisdiction.

Points of Contact

Detroit, Michigan/Toronto, Ontario Clean Cities

Coordinator
SE Michigan Council of Governments
Cindy Walczak
Phone: (248) 442-8565
Email: cindy@mich.com

Michigan State Energy Office

Energy Resources Division,
Department of Consumer and Industry Services
Tim Shireman
Phone: (517) 334-6604
Fax: (517) 882-1685
Email: tim.a.shireman@cis.state.mi.us
Web site: <http://www.cis.state.mi.us>

Corn Marketing Program of Michigan

Keith Muxlow
Phone: (517) 323-6600

Michigan Consolidated Gas Co.

Rob Bacyinski
Phone: (313) 256-5121
Fax: (313) 256-6251
Email: rbacyins@michcon.com

Michigan Soybean Promotion Committee

Keith Reinholt
Phone: (517) 652-3294
Fax: (517) 652-3296
Email: reinholt@concentric.net

National Ethanol Vehicle Coalition

Sandy Hentges
Phone: (573) 636-8590
Fax: (573) 635-5466
Email: nevc@sockets.net
Web site: <http://www.NCGA.com>

U.S. Environmental Protection Agency

Regional Pollution Prevention Coordinator
Region 5
Phil Kaplan
Phone: (312) 353-4669
Fax: (312) 353-4788
Email: kaplan.phil@epamail.epa.gov

Michigan State Dept of Transportation

Pete Porciello
Phone: (517) 335-2603
Fax: (517) 241-0341
Email: porciello@state.mi.us
Web site: <http://www.mdot.state.mi.us>

Detroit/Toronto Clean Cities

Coordinator
GFI Control Systems, Inc. (Toronto)
Jordan Rothwell
Phone: (416) 392-5371
Fax: (416) 392-9317
Email: jrothwell@grisystems.com

Detroit Edison Company

John Olsen
Phone: (313) 235-8912
Fax: (313) 235-9601
Email: olsenj@detroitedison.com
Web site: <http://www.detroitedison.com>

Consumers Power Co.

Vance Anderson
Phone: (517) 788-2251

Michigan Propane Association

Gary Shepherd
Phone: (517) 835-8613
Fax: (517) 835-8211, or 9230

National Ethanol Vehicle Coalition

Phil Lampert
Phone: (573) 635-8445
Fax: (573) 635-5466
Email: nevc@sockets.net
Web site: <http://www.NCGA.com>

SEMCO ENERGY, Inc.

Roberta Floyd
Phone: (810) 987-2200, ext. 1488
Fax: (810) 989-4098

U.S. Department of Transportation

Federal Transit Administration
Doug Gerleman
Phone: (312) 353-2789
Fax: (312) 886-0351
Email: douglas.gerleman@fta.dot.gov

Metropolitan Planning Organizations

West Michigan Shoreline
Regional Development Commission
Steve Hanis
Phone: (616) 722-7878, ext. 112
Fax: (616) 722-9362
Email: shanis@wmsrdc.org
Web site: <http://www.wmsrdc.org>

MICHIGAN ALTERNATIVE FUEL VEHICLE INCENTIVES AND LAWS

Metropolitan Planning Organizations

Southeast Michigan Council of Governments
Chuck Hersey
Phone: (313) 961-4266, ext. 107

Michigan State Transportation

Dept. of Transportation
Polly Kent
Phone: (517) 335-2640
Email: kentp@state.mi.us
Web site: <http://www.mdot.state.mi.us>

U.S. Department of Transportation

Federal Highway Administration
Region 5
Sam Herrera-Diaz
Phone: (708) 283-3536
Fax: (708) 283-3501
Email: samuel.herrera-diaz@fhwa.dot.gov

Metropolitan Planning Organizations

Grand Valley Metropolitan Council
Abed Itani
Phone: (616) 776-3876

U.S. Department of Energy

Chicago Regional Support Office
Clean Cities Regional Contact
Melinda Latimer
Phone: (312) 886-8582
Fax: (312) 886-8561
Email: melinda.latimer@hq.doe.gov

Overview

Minnesota offers incentives for the production of ethanol. Several Minnesota natural gas utilities also offer incentives for the purchase or conversion of natural gas vehicles (NGVs), including a \$250–\$1,000 rebate from Minnegasco, Northern States Power, and others.

Highlights

The greatest success in Minnesota, to date, has been the expansion of the E85 (85% ethanol fuel) infrastructure that includes a total of 11 fueling sites throughout the state with other sites in planning stages. The state fleet currently has a total of 270 flexible fuel vehicles capable of using E85 fuel.

State Incentives

Other than incentives for the production of ethanol, Minnesota does not offer any incentives for alternative fuel vehicles (AFVs). For additional information, contact Jan Reak at (651) 297-5648 or email jreak@dpsv.state.mn.us, or contact Mike Roelofs, Minnesota Department of Public Service, at (651) 297-2545 or email mroelofs@dpsv.state.mn.us.

Utilities/Private Incentives

Minnegasco offers technical training and clean fuel station construction assistance. For more information, contact Tom Minerick at (612) 321-4360 or email tjminer@minnegasco.com.

Minnesota, and specifically the Twin Cities area, has recently been named as one of three national demonstration sites for large scale promotion of 85% ethanol (E85) fuel and vehicles. This demonstration will be a cooperative effort among auto manufacturers, fuel retailers, Minnesota Corn Growers, Minnesota ethanol producers, state agencies, the U.S. Department of Energy (DOE), the Governor's Ethanol Coalition (GEC), the National Corn Growers Association (NCGA), and the National Ethanol Vehicle Coalition (NEVC). This effort intends to raise funds from many sources and to offer several types of incentives. For more information, contact Lois Mack at (651) 296-8900 or email lmack@dpsv.state.mn.us, or contact Mike Roelofs, Minnesota Department of Public Service, at (651) 297-2454 or email mroelofs@dpsv.state.mn.us.

The NEVC is an ad hoc group created by NCGA and GEC to establish a national program to promote the use of E85 as an alternative fuel, enhance agricultural profitability, advance environmental stewardship, and further national energy independence. Through a cooperative effort with the NCGA and its state affiliates, the GEC, state energy offices, and the U.S. Department of Energy—NEVC provides forgivable loans for the installation of public E85 fueling facilities. For more information, contact Phil Lampert at (573) 635-8445, (573) 635-5466-fax, or contact Sandy Hentges at (573) 636-8590, or email nevc@sockets.net, or visit the Web site at <http://www.NCGA.com>.

Laws and Regulations

In 1995, legislation was passed that created BTU equalized motor fuel tax rates.

AFV acquisition mandates for Minnesota public fleets are the same as those required under the Energy Policy Act of 1992.

Public utilities can submit plans to invest in AFVs and the supporting infrastructure. The cost recovery portions of the plan must be approved by regulatory agencies.

In 1989, the state deregulated the use of natural gas as a motor vehicle fuel.

Since October 1, 1997, all gasoline sold in Minnesota must contain at least 2.7% oxygen by weight.

Minnesota State Policy states that it is in the long-term interest of the state of Minnesota to promote the development and market penetration of alternative fuels, and to develop additional markets for indigenous crop-based fuels (Minnesota Statute 216C.40).

The state currently provides a \$0.20/ gallon incentive for producers of fuel ethanol in the state, not to exceed \$3 million per year per producer. The incentive is limited to a maximum of 10 years per producer. The incentive program will expire June 30, 2010.

MINNESOTA ALTERNATIVE FUEL VEHICLE INCENTIVES AND LAWS

Senate Bill 2266 imposes a gasoline excise tax. E85 is taxed at a rate of \$0.142 per gallon.

M85 (85% methanol) is taxed at the rate of \$0.114 per gallon. All other gasoline is taxed at the rate of \$0.20 per gallon. The bill also imposes an excise tax on all special fuel at the following rates per gallon: liquefied petroleum gas at \$0.15, and liquefied natural gas at \$0.12. Compressed natural gas is taxed at the rate of \$1.74 per thousand cubic feet.

Points of Contact

Minnesota State Dept. of Transportation

John Howard
Phone: (612) 725-2354
Fax: (612) 296-9915
Email: john.howard@dot.state.mn.us
Web site: <http://www.dot.state.mn.us/>

Minnesota State Energy Office

Minnesota Department of Public Service
Mike Roelofs
Phone: (612) 297-2545
Fax: (612) 297-1959
Email: mroelofs@dpsv.state.mn.us

Northern States Power

NGV Information
Phone: (612) 229-2500 or (800) 626-7978

Metropolitan Planning Organizations

Arrowhead Regional Development Commission
Ron Chicka
Phone: (218) 722-5545
Email: rchick@mail.ardc.org
Web site: www.ardc.org

U.S. Department of Energy

Chicago Regional Support Office
Clean Cities Regional Contact
Melinda Latimer
Phone: (312) 886-8582
Fax: (312) 886-8561
Email: melinda.latimer@hq.doe.gov

U.S. Department of Transportation

Federal Transit Administration
Region 5
Doug Gerleman
Phone: (312) 353-2789

National Ethanol Vehicle Coalition

Phil Lampert
Phone: (573) 635-8445
Fax: (573) 635-5466
Email: nevc@sockets.net
Web site: <http://www.NCGA.com>

Minnesota State Energy Office

Minnesota Department of Public Service
Jan Reak
Phone: (612) 297-5648
Fax: (612) 297-1959
Email: jreak@dpsv.state.mn.us

Minnegasco

Tom Minerick
Phone: (612) 321-4360
Fax: (612) 321-4397
Email: tjminer@minnegasco.com
Web site: <http://www.minnegasco.com>

Metropolitan Planning Organizations

Metropolitan Council Twin Cities
Kevin Roggenbuck
Phone: (612) 602-1728

U.S. Environmental Protection Agency

Region 5
Regional Pollution Prevention Coordinator
Phil Kaplan
Phone: (312) 353-4669
Fax: (312) 353-4788
Email: kaplan.phil@epamail.epa.gov

U.S. Department of Transportation

Federal Highway Administration
Region 5
Sam Herrera-Diaz
Phone: (708) 283-3536

General Services Administration

Regional Fleet Manager
Region 5
Grant Jahr
Phone: (312) 353-5379

National Ethanol Vehicle Coalition

Sandy Hentges
Phone: (573) 636-8590
Fax: (573) 635-5466
Email: nevc@sockets.net
Web site: <http://www.NCGA.com>

MINNESOTA ALTERNATIVE FUEL VEHICLE INCENTIVES AND LAWS

U.S. Department of Transportation

Federal Transit Administration

Doug Gerleman

Phone: (312) 353-2789

Fax: (312) 886-0351

Email: douglas.gerleman@fta.dot.gov

Overview

Mississippi Valley Gas offers incentives for natural gas vehicles (NGVs) on a case-by-case basis.

State Incentives

Mississippi does not have any mandates or incentives for AFVs at this time, although policy language is included in the state energy plan. For more information on Mississippi's alternative fuel programs, contact Marilyn Wash, Mississippi State Energy Office, at (601) 359-6600, (601) 359-6642-fax, or email mwash@mississippi.org.

Utilities/Private Incentives

Mississippi Valley Gas offers incentives for NGVs on a case-by-case basis. Mississippi Valley Gas has a special lower rate for natural gas when used as a vehicle fuel, and has opened one public refueling station. For more information, contact Earl Byrd at (601) 961-6921, (601) 360-1471-fax, email byrde@mvgas.com, or visit the Web site at <http://www.mvgas.com>.

Laws and Regulations

Senate Bill 2881 (1996) established the Propane Education and Research Program. Propane retailers will work with the State Tax Commission to establish a per gallon fee.

House Bill 1098 (1993) was enacted to deregulate natural gas for use as a motor vehicle fuel.

Public Law 94-518 lowered the annual privilege tax from \$200 to \$100 for the use of compressed natural gas as a vehicle fuel.

Points of Contact

Mississippi State Energy Office

Mississippi Economic and Community Development
Marilyn Wash
Phone: (601) 359-6600
Fax: (601) 359-6642
Email: mwash@mississippi.org

Mississippi Valley Gas

Earl Byrd
Phone: (601) 961-6921

Mississippi State Transportation

State Department of Transportation
Tommy Dorsey
Phone: (601) 359-7021

U.S. Department of Energy

Atlanta Regional Support Office
Clean Cities Regional Contact
Steve Hortin
Phone: (404) 347-0239
Fax: (404) 347-3098
Email: steve.hortin@hq.doe.gov

U.S. Department of Energy

Atlanta Regional Support Office
Clean Cities Regional Contact
Yolanda Jones
Phone: (404) 347-2386
Fax: (404) 347-3098
Email: yolanda.jones@hq.doe.gov

U.S. Department of Transportation

Federal Highway Administration
Region 4
Andy Edwards
Phone: (404) 347-4499

MISSISSIPPI ALTERNATIVE FUEL VEHICLE INCENTIVES AND LAWS

U.S. Department of Transportation

Federal Transit Administration
Region 4
Alex McNeil
Phone: (404) 562-350
Fax: (404) 562-3505

General Services Administration

Regional Fleet Manager
Region 6
Ed Hodges
Phone: (816) 823-3620
Fax: (816) 823-3630
Email: ed.hodges@gsa.gov

U.S. Environmental Protection Agency

Regional Pollution Prevention Coordinator
Region 4
Bernie Hayes
Phone: (404) 562-9430
Fax: (404) 562-9066
Email: hayes.bernie@epamail.epa.gov

General Services Administration

Regional Fleet Manager
Region 4
Jill Stang
Phone: (404) 331-5150
Fax: (404) 331-1879
Email: jill.stang@gsa.gov

U.S. Environmental Protection Agency

Regional Pollution Prevention Coordinator
Region 4
Connie Roberts
Phone: (404) 562-9084

U.S. Environmental Protection Agency

Regional Pollution Prevention Coordinator
Region 4
Don Ahern
Phone: (404) 562-9028
Fax: (404) 562-9066

MISSOURI ALTERNATIVE FUEL VEHICLE INCENTIVES AND LAWS

Missouri is the proud home of the St. Louis and Kansas City Regional Clean Cities Coalition and Programs.

Overview

Missouri offers a \$0.20/gallon production incentive for ethanol.

State Incentives

Missouri does not currently offer financial incentives for alternative fuel vehicles (AFVs). For more information, contact Cindy Carroll, Missouri Division of Energy, at (573) 751-4000 or email nccarcc@mail.dnr.state.mo.us.

Utilities/Private Incentives

AmeriGas converts conventional vehicles to propane and offers occasional incentives to encourage conversions. Contact Sherry Moore at (314) 327-7300 or (314) 332-8425-fax.

Laclede Gas Co. is a supplier of natural gas and is a source of information regarding compressed natural gas vehicles and infrastructure. For more information, contact Tom Schultz at (314) 342-0684.

The National Ethanol Vehicle Coalition (NEVC) is an ad hoc group created by the National Corn Growers Association (NCGA) and the Governors Ethanol Coalition (GEC) to establish a national program to promote the use of 85% ethanol fuel (E85) as an alternative fuel, enhance agricultural profitability, advance environmental stewardship, and further national energy independence. Through a cooperative effort with the NCGA and its state affiliates, the GEC, state energy offices, and the U.S. Department of Energy—NEVC provides forgivable loans for the installation of public E85 fueling facilities. For more information, contact Phil Lampert at (573) 635-8445, (573) 635-5466-fax, or contact Sandy Hentges at (573) 636-8590, or email nevc@sockets.net or visit the Web site at <http://www.NCGA.com>.

Laws and Regulations

The Missouri Ethanol and Other Renewable Fuels Commission was established in 1993 to promote the continued production and use of ethanol and ethanol blends and use of other renewable fuel sources in Missouri.

In 1989, the Governor issued an Executive Order requiring that all state vehicles be fueled with ethanol (E10) in the following percentages:

- 1996 - 10%
- 1997 - 10%
- 1998 - 30%
- 1999 - 30%
- 2000 - 50%.

Thirty percent of all state vehicles must be operated solely on alternative fuels by July 1, 2002. These AFV phase-in goals are currently being considered for revision to reflect the passage of the Energy Policy Act of 1992 and the current status of AFV infrastructure in the state.

The state provides a \$0.20/gallon financial incentive for ethanol produced in Missouri and a \$0.02/gallon excise tax exemption for ethanol blends of 10% or more sold in the state.

House Bill 1021 appropriates money for the Missouri Ethanol Producer Incentive Fund.

Points of Contact

St. Louis Clean Cities

Chair, Steering Committee
Commissioner of Equipment Services
Christopher Amos
Phone: (314) 768-2898
Fax: (314) 768-2899
Email: cdamos@compuserve.com

Kansas City Clean Cities

Coordinator
Jennifer Logan
Phone: (816) 983-4301
Fax: (816) 983-4475
Email: jennifer_logan@kcmc.org

Kansas City Metropolitan Energy Center

Clean Cities Coordinator
Benjamin Watson
Phone: (816) 531-7283
Fax: (816) 855-9860
Email: ccities@toto.net

AmeriGas

Terry Moore
Phone: (314) 327-7300

Missouri State Transportation

Highway and Transportation Contact
Bob Lannert
Phone: (573) 751-3728
Fax: (573) 526-6948
Email: lanner@mail.modot.state.mo.us/
Web site: <http://www.modot.state.mo.us>

National Ethanol Vehicle Coalition

Sandy Henges
Phone: (573) 636-8590
Fax: (573) 635-5466
Email: nevcc@sockets.net
Web site: <http://www.NCGA.com>

U.S. Department of Transportation

Joan Roeseler
Federal Transit Administration
Phone: (816) 523-0204
Fax: (816) 523-0927
Email: joan.m.roeseler@fta.dot.gov

Missouri Gas Energy

Teresa Patrick
Director of Sales and Marketing
Phone: (816) 360-5560

St. Louis Clean Cities

East-West Gateway Coordinating Council
Coordinator
Mary Grace Lewandowski
Phone: (314) 421-4220
Fax: (314) 231-6120
Email: maryg@ewgateway.org

Ferrellgas

District Manager
Wayne Terpstra
Phone: (816) 468-7700

Missouri Division of Energy

Missouri Department of Natural Resources
Cindy Carol
Phone: (573) 751-4000
Fax: (573) 751-6860
Email: Nccarrc@mail.dnr.state.mo.us
Web site: http://www.state.mo.us/dnr/de/home_de.htm

Metropolitan Planning Organizations

East-West Gateway Coordinating Council
Environmental Quality Manager
Michael Coulson
Phone: (314) 421-4220

National Ethanol Vehicle Coalition

Phil Lampert
Phone: (573) 635-8445
Fax: (573) 635-5466
Email: nevcc@sockets.net
Web site: <http://www.NCGA.com>

U.S. Department of Energy

Chicago Regional Support Office
Clean Cities Regional Contact
Melinda Latimer
Phone: (312) 886-8582
Fax: (312) 886-8561
Email: melinda_latimer@hq.doe.gov

Laclede Gas Company

Natural Gas Vehicle Market Development Manager
Tom Schultz
Phone: (314) 3420-0684

Ferrellgas

District Manager
Wayne Terpstra
Phone: (816) 468-7700

MONTANA ALTERNATIVE FUEL VEHICLE INCENTIVES AND LAWS

Montana is the proud home of the Missoula Clean Cities Coalition.

Overview

The primary incentive for alternative fuel vehicles (AFVs) in Montana is a 50% income tax credit that is available for conversion costs for vehicles to operate on alternative fuels. Up to \$500 is also available for the conversion of vehicles under 10,000 lb gross vehicle weight (gvw), and up to \$1,000 is available for heavier vehicles. Several utility companies in Montana offer incentives for natural gas vehicles.

Highlights

A tax credit from \$500–\$1,000 is available for 50% of the conversion costs for AFVs.

Interest free loans, as high as \$3,000, are available from Montana Power for the costs of converting vehicles to natural gas.

State Incentives

A 50% income tax credit is available to businesses or individuals for equipment and labor costs for the conversion of vehicles to operate on alternative fuels. A tax credit as high as \$500 is available for conversion of vehicles under 10,000 lb gvw and \$1,000 for heavier vehicles. Contact Bob Frantz, Montana Department of Environmental Quality, at (406) 444-6764, for additional information on Montana AFV programs.

Utilities/Private Incentives

Montana Power offers interest free loans, up to a maximum of \$3,000, with a 36-month payback period for the costs of converting vehicles to natural gas. In addition, Montana Power provides compressed natural gas (CNG) refueling station construction assistance, temporary refueling facilities, and conversion training. Montana Power operates nine CNG public refueling stations in Montana. For more information, call Wally Norley at (406) 723-5454, ext. 2388.

Montana-Dakota Utilities Co. offers incentives for conversions to CNG on a case-by-case basis. Montana-Dakota operates three CNG refueling stations in Montana. Contact Steve Redding at (701) 222-7975 for additional information.

Laws and Regulations

Senate Bill (SB) 251 (1995) established an alternative fuels policy and implementation guidelines.

State law requires that all state vehicles must be fueled with ethanol-blended fuels whenever available and when competitively priced with conventional fuels.

Liquefied petroleum gas fueled vehicles are subject to an annual license tax fee.

SB 374 (1993) establishes a production-based ethanol tax incentive if funding is available. A \$0.30/gallon ethanol producer payment for production of fuel is provided for state producers. The \$6 million in funding for the program is available on a first-come, first-served basis.

Retail sales for natural gas used in vehicles is subject to a BTU tax in the state, similar to the tax on diesel fuel.

MONTANA ALTERNATIVE FUEL VEHICLE INCENTIVES AND LAWS

Points of Contact

Missoula Clean Cities

Missoula City-County Health Dept.
Clean Cities Coordinator
Benjamin Schmidt
Phone: (406) 523-4755
Fax: (406) 523-4781
Email: bschmidt@co.missoula.mt.us

Montana State Energy Office

Montana Department of Environmental Quality
Marla Larson
Phone: (406) 444-6832
Email: mlarson@mt.gov

Montana Power

Wally Norley
Phone: (406) 723-5454, ext. 2388
Fax: (406) 497-2048
Email: wgnorley@mtpower.com

U.S. Department of Transportation

Federal Highway Administration
Region 8
Robin Smith
Phone: (303) 969-6712, ext. 327

U.S. Department of Transportation

Federal Transit Administration
Region 8
Don Cover
Phone: (303) 844-3242
Fax: (303) 844-4217
Email: don.cover@fta.dot.gov

U.S. Department of Energy

Denver Regional Support Office
Clean Cities Regional Contact
Ernie Oakes
Phone: (303) 275-4817
Fax: (303) 275-4830
Email: ernie.oakes@hq.doe.gov

Future Clean Cities

Flathead Valley/Glacier National Park
Clean Cities Coalition
Con Malee
Phone: (406) 497-2822

Montana-Dakota Utilities Company

Steve Redding
Phone: (701) 222-7975

Montana State Transportation

Department of Transportation
Patricia Saindon
Phone: (406) 444-3143
Fax: (406) 444-7671
Email: u7701@long.mdt.mt.gov
Web site: <http://www.mdt.mt.gov>

U.S. Environmental Protection Agency

Regional Pollution Prevention Coordinator
Region 8
Sharon Riegel
Phone: (303) 312-6176

U.S. Environmental Protection Agency

Regional Pollution Prevention Coordinator
Region 8
Linda Walters
Phone: (303) 312-6385
Fax: (303) 312-6741
Email: walters.linda@epamail.epa.gov

Overview

The state of Nebraska offers low-cost and no-cost loans for conversion costs for fleet vehicles, incremental costs of original equipment manufacturer (OEM) alternative fuel vehicles (AFVs), and installation costs for refueling facilities. Metropolitan Utilities Distribution also offers a \$500 rebate for conversions and purchases of OEM compressed natural gas (CNG) vehicles.

Highlights

A \$500 rebate is available from Metropolitan Utilities Distribution for conversions and purchases of CNG vehicles.

State Incentives

The Nebraska Energy Office provides low-cost loans from its Dollar and Energy Saving Loan Program for the incremental cost of AFVs, and the conversion of public and private vehicles. The program also provides funding for the purchase of a dedicated AFV, and purchase and installation of required fueling facilities. For additional information, contact John (Jack) Osterman at (402) 471-2867.

Utilities/Private Incentives

Metropolitan Utilities District offers a \$500 per vehicle rebate for conversions to CNG, with a limit on fleet size. For purchases of OEM natural gas vehicles, \$500 per vehicle is available for up to 10 vehicles per fleet. Metropolitan Utilities District also offers CNG station feasibility studies, compressor pricing and sizing, and temporary refueling facilities for 1 year. For more information, call Gina Langel at (402) 449-8247.

The National Ethanol Vehicle Coalition (NEVC) is an ad hoc group created by the National Corn Growers Association (NCGA) and the Governors Ethanol Coalition (GEC) to establish a national program to promote the use of 85% ethanol fuel (E85) as an alternative fuel, enhance agricultural profitability, advance environmental stewardship, and further national energy independence. Through a cooperative effort with the NCGA and its state affiliates, the GEC, state energy offices, and the U.S. Department of Energy—NEVC provides forgivable loans for the installation of public E85 fueling facilities. For more information, or contact Phil Lampert at (573) 635-8445, (573) 635-5466-fax, or contact Sandy Hentges at (573) 636-8590, email nevc@sockets.net, or visit the Web site at <http://www.NCGA.com>.

Laws and Regulations

Legislative Bill (LB) 1121 (1996) exempts compressed fuel used to operate buses capable of carrying seven or more passengers from the motor fuels tax.

In 1979, the Governor issued a proclamation that all state vehicles must be fueled with 10% ethanol (E10) whenever practicable.

The Alternative Fuel Tax Act was modified in 1995. As of July 1, 1995, alternative fuels are taxed at the pump when a vehicle is fueled. The exception is that electric and solar vehicles are taxed with a \$75 annual fee.

The Ethanol Development Act established the Nebraska Ethanol Board, a fund for research, development, and promotion of renewable agricultural ethyl alcohol as an alternative fuel, and a fund for production incentives. The state provides a \$0.20/gallon direct producer incentive for fuel ethanol produced in the state for plants 25% operational by December 31, 1995, with a cap of \$25 million per plant.

LB 1160 (1994) requires AFV operators to purchase an annual alternative fuel user permit in place of the fuel tax.

Executive Order No. 93-2 created the Nebraska Alternative Fuels Committee to be chaired by the Director of the Nebraska Energy Office.

The Nebraska Energy Office published a directory map of 105 alternative fueling sites in the state for propane, CNG, E85, E95 (95% ethanol blends), and biodiesel. The Energy Office also published a handbook for fleet managers, which provides comprehensive information on alternative fuels, vehicle technologies, and the legislative and regulatory framework supporting increased use of alternative fuels.

Points of Contact

Omaha Clean Cities Coordinator

John Van Pelt
Phone: (712) 527-5677

Nebraska State Energy Office

Loisjean Tush
Phone: (402) 471-2867
Fax: (402) 471-3064
Email: ltush@mail.state.ne.us
Web site: <http://www.nol.org>

Nebraska State Transportation

Dept. of Roads
Marilyn Hayes
Phone: (402) 479-4692
Fax: (402) 479-4325

National Ethanol Vehicle Coalition

Sandy Hentges
Phone: (573) 636-8590
Fax: (573) 635-5466
Email: nevc@sockets.net
Web site: <http://www.NCGA.com>

General Services Administration

Regional Fleet Manager
Region 6
Ed Hodges
Phone: (816) 823-3620
Fax: (816) 823-3630
Email: ed.hodges@gsa.gov

Nebraska State Energy Office

Larry Pierce
Phone: (402) 471-2867
Fax: (402) 471-3064
Email: Lpierce@mail.state.ne.us
Web site: <http://www.nol.org>

Metropolitan Utilities District

Gina Langel
Phone: (402) 449-8247
Fax: (402) 449-8246

National Ethanol Vehicle Coalition

Phil Lampert
Phone: (573) 635-8445
Fax: (573) 635-5466
Email: nevc@sockets.net
Web site: <http://www.NCGA.com>

U.S. Department of Transportation

Joan Roeseler
Federal Transit Administration
Phone: (816) 523-0204
Fax: (816) 523-0927
Email: joan.m.roeseler@fta.dot.gov

U.S. Department of Energy

Denver Regional Support Office
Clean Cities Regional Contact
Ernie Oakes
Phone: (303) 275-4817
Fax: (303) 275-4830
Email: ernie.oakes@hq.doe.gov

NEVADA ALTERNATIVE FUEL VEHICLE INCENTIVES AND LAWS

Nevada is the proud home of the Las Vegas Clean Cities Coalition.

Overview

Nevada offers a private fleet incentive program through the Nevada State Energy Office to fleets in the Las Vegas area. This program will pay for up to \$3,500 per vehicle, after the private entity pays the first \$1,500 per vehicle for the conversion to natural gas, up to two vehicles per fleet.

State Incentives

There are no incentives currently available from the state for the use of alternative fuel vehicles.

A U.S. Department of Energy (DOE) grant was received, that will fund part of the incremental cost of a natural gas vehicle (NGV) for use by private fleets in the Las Vegas area. The Nevada State Energy Office administers this program. Contact the Energy Office for additional information or an application to participate in this program.

A grant was received from DOE for the installation of two liquefied natural gas (LNG)/compressed natural gas (CNG) stations (one each in Las Vegas and the Reno-Sparks area). As a part of this program, incentives are available to assist in covering the incremental cost of natural gas vehicles, that will provide users for the LNG/liquefied CNG station. Sierra Pacific Power Co administers this program. This grant may be used for any level of natural gas vehicle (including heavy-duty vehicles). For more specific information or an application to participate in this program contact Woody Miller, Manager - Retail Gas Markets, Sierra Pacific Power Co., at (702) 834-3931.

Utilities/Private Incentives

Sierra Pacific Power operates a natural gas fueling station in Reno, Nevada. The station is equipped with a card-reader device for customers. Contact Woody Miller, Manager of Retail Gas Markets, Sierra Pacific Power Co., at (702) 834-3931 for more information.

There are nine natural gas fueling sites in the Las Vegas area. Many of these have public access. Southwest Gas Corporation helps to coordinate activities in the Las Vegas and Carson City areas promoting the use of natural gas vehicles. For more information on these programs or on the fueling sites, contact Jay Taylor, supervisor of Marketing, at (702) 876-7287.

Laws and Regulations

A program adopted pursuant to Nevada Revised Statute 486A (adopted by the 65th Nevada Legislature, 1991), mandates that government fleets with 10 or more vehicles operating in counties of 100,000 or more population (currently this includes Clark and Washoe counties) must begin conversion of all vehicles in their fleet of 26,000 lb gross vehicle weight or lighter and buses to alternative fuels. The acquisition schedule is as follows (by percentage of new vehicles acquired):

<u>State Fiscal Year</u>	<u>Percentage</u>
1995	10%
1996	15%
1997	25%
1998	50%
1999	75%

2000 and subsequent years 90%

The state definition of alternative fuels includes: A-55, electricity, ethanol 85% or greater, hydrogen, liquefied petroleum gas, liquid fuels derived from coal or other source of power, methanol 85% or greater, natural gas, and reformulated gasoline.

Vehicles are required by the statute to operate on an alternative fuel.

Points of Contact

Las Vegas Clean Cities

Vehicle Services Manager
City of Las Vegas
Dan Hyde
Phone: (702) 229-6971
Fax: (702) 382-7683

Sierra Pacific Power Company

Retail Gas Marketing
Manager
Woody Miller
Phone: (702) 834-3931
Fax: (702) 834-3047
Email: woody@spp93.sppco.com
Web site: <http://www.sierrapacific.com>

Clark County Regional Transportation

Commission & Public Transit Agency
Kurt Weinrich
Executive Director
Phone: (702) 455-4878
Fax: (702) 455-5959

Nevada State Transportation

Department of Transportation
Tom Stephens, Director
Phone: (702) 888-7440

U.S. Department of Energy

Seattle Regional Support Office
Clean Cities Regional Contact
Roxanne Dempsey
Phone: (206) 553-2155
Fax: (206) 553-2200
Email: roxanne.dempsey@hq.doe.gov

U.S. Department of Transportation

Federal Highway Administration
Region 9
Bob O'Loughlin
Phone: (415) 744-3823

U.S. Environmental Protection Agency

Region 9
Regional Pollution Prevention Coordinator
Alice Tobriner
Phone: (415) 744-1700
Fax: (415) 744-1073
Email: tobriner.alice@epamail.epa.gov

Clark County

Department of Comprehensive Planning
Kenny Doran
Phone: (702) 455-4181
Fax: (702) 385-8940
Email: kwd@co.clark.nv.us
Web site: <http://www.co.clark.nv.us>

Southwest Gas Corporation

Marketing Supervisor
Jay Taylor
Phone: (702) 876-7287
Fax: (702) 364-3045
Email: jaytaylor@swgas.com
Web site: <http://www.swgas.com>

Washoe County Regional Transportation

Commission & Public Transit Agency
Celia Kupersmith
Executive Director
Phone: (702) 348-0400
Web site: <http://www.rtcwashoe.com>

Nevada State Energy Office

Transportation Projects Manager
James Brandmueller
Phone: (702) 687-7674
Fax: (702) 687-4914
Email: jbrandmu@govmail.state.nv.us
Web site: <http://www.state.nv.us/b&i/eo/>

General Services Administration

Regional Fleet Manager
Region 9
Greg Herren
Phone: (415) 522-2880

U.S. Department of Transportation

Federal Transit Administration
Region 9
Donna Turchie
Phone: (415) 744-3133
Fax: (415) 744-2726
Email: donna.turchie@fta.dot.gov

Tahoe Transportation District

Acting Executive Director
Richard Wiggins
Phone: (702) 588-4547

NEVADA ALTERNATIVE FUEL VEHICLE INCENTIVES AND LAWS

Truckee Meadows Clean Cities

Coordinator
Scott Nebesky
Phone: (702) 321-8391

Tahoe Regional Planning Agency

Transportation Planner
Nick Haven
Phone: (702) 588-4547
Email: Trpa@sierra.net

General Services Administration

Regional Fleet Manager
Region 9
Nathaniel Reed
Phone: (510) 637-4640
Fax: (510) 637-4641
Email: nathaniel.reed@gsa.gov

NEW HAMPSHIRE ALTERNATIVE FUEL VEHICLE INCENTIVES AND LAWS

Overview

New Hampshire has mandates requiring public and private entities to purchase a percentage of inherently low emission vehicles (ILEVs). In addition, New Hampshire is participating in the National Low Emission Vehicle Program beginning in vehicle model year 1999.

State Incentives

New Hampshire has no incentives to promote the use of alternative fuel vehicles. For more information on New Hampshire alternative fuel programs, contact Jack Ruderman, Governor's Office of Energy and Community Services, at (603) 271-2611.

Utilities/Private Incentives

Bay State Gas Co. has a preferential fuel rate that averages \$1.04/gasoline gallon equivalent for natural gas used to fuel a motor vehicle. Bay State Gas operates two public compressed natural gas (CNG) refueling stations; one in Brockton, and one in Springfield. For additional information, contact Gary Robinson at (508) 836-7074, (508) 836-7188-fax, email robinson@bgc.com, or visit the Web site at <http://www.baystategas.com>.

Laws and Regulations

House Bill (HB) 1599 (1996) (Chapter 66 of the 1996 Session Laws) postpones the implementation of the state alternative motor vehicle fleet requirements for 2 years.

Senate Bill (SB) 788 (Chapter 302 of the 1994 Session Law) is a substitute program of the Clean Air Act Amendments of 1990 Clean Fuel Fleet Program and requires certain utilities and federal, state, municipal, and private entities to purchase a percentage of ILEVs according to the following schedule, as amended by HB 1599:

	<u>Year</u>	<u>Light-Duty</u>	<u>Heavy-Duty</u>
Utilities	1999	30%	--
	2000	50%	50%
	2001	70%	50%
	2002	90%	90%
	Thereafter	90%	90%
State	1999	15%	--
	2000	30%	50%
	2001	50%	50%
	2002	75%	50%
	Thereafter	75%	50%
Municipal/Private	1999	66%	66%
	2000	75%	90%
	2001	90%	90%
	2002	90%	90%
	Thereafter	90%	90%
Federal	1999	66%	66%
	2000	75%	90%
	2001	90%	90%
	2002	90%	90%
	Thereafter	90%	90%

HB 1223 (June 1998) repeals the alternative fuel motor vehicle law.

NEW HAMPSHIRE ALTERNATIVE FUEL VEHICLE INCENTIVES AND LAWS

An intergovernmental committee to study alternative transportation fuels was required by law. The committee studied and developed incentives to promote the use of CNG, propane, electricity, ethanol, methanol, reformulated gas, solar, and hydrogen for transportation purposes. The committee created SB 788 (1994). The final committee report was issued October 18, 1994.

HB 1267 provides an advisory committee to the statewide mass transportation and air quality projects planning study being conducted by the Department of Transportation.

SB 768 (Chapter 299 of the 1994 Session Law) allows for the electric and gas utilities to provide rates, terms, and conditions for the sale of electricity and natural gas for motor vehicle use. The purpose of this law is to “promote the utilization of electric and natural gas vehicles.”

SB 756 (Chapter 263 of the 1994 Session Law) excludes electricity or natural gas sold for vehicles from the state franchise tax.

Points of Contact

Governor’s Office of Energy and Community Services

Jack Ruderman
Phone: (603) 271-2611
Fax: (603) 271-2615
Email: jruderm@gov.state.nh.us
Web site: <http://www.state.nh.us/gov/>

U.S. Department of Energy

Boston Regional Support Office
Clean Cities Regional Contact
Mike Scarpino
Phone: (617) 565-9716
Fax: (617) 565-9723
Email: michael.scarpino@hq.doe.gov

General Services Administration

Regional Fleet Manager
Brian Smith
Phone: (212) 264-3930
Fax: (212) 264-5771
Email: brian.smith@gsa.gov

Bay State Gas Company

Gary Robinson
Phone: (508) 836-7188
Fax: (508) 836-7074
Email: robinson@bgc.com
Web site: <http://www.baystategas.com>

U.S. Department of Transportation

Federal Transit Administration
Region 1
Max Vigil
Phone: (617) 494-2055
Fax: (617) 494-2865
Email: max.vigil@fta.dot.gov

U.S. Environmental Protection Agency

Regional Pollution Prevention Coordinator
Region 1
Mike Mahoney
Phone: (617) 565-1155

NEW JERSEY ALTERNATIVE FUEL VEHICLE INCENTIVES AND LAWS

New Jersey is the proud home of the North Jersey Clean Cities Coalition.

Overview

New Jersey has lower per gallon taxes on the sale of liquefied petroleum gas and compressed natural gas (CNG) than for gasoline. The Board of Public Utilities, Division of Energy, is using \$1.5 million in oil overcharge funds (also known as petroleum violation escrow [PVE] funds) to convert vehicles to alternative fuels for use by state agencies.

State Incentives

The New Jersey Board of Public Utilities, Division of Energy, with support of a pilot grant from the U.S. Department of Energy (DOE), is providing \$320,000 to assist the cities of Newark, Jersey City, Elizabeth, and other stakeholders on the North Jersey Clean Cities Program with converting vehicles to CNG or propane, or purchasing original equipment manufacturer vehicles. New Jersey was awarded \$500,000 from the Congestion Mitigation Air Quality Program fund to expand the Clean Cities Program to municipalities throughout the state. The Division of Energy is using \$1.5 million in oil overcharge funds (PVE funds) to convert vehicles to alternative fuels for use by state agencies. The North Jersey Clean Cities Program was recently awarded \$66,466 from DOE to initiate a private sector rebate program. This program is part of a multi-state project, and provides a rebate of up to \$4,000 per vehicle for dedicated alternative fuel vehicles (AFVs), and up to \$2,000 per vehicle for bi-fuel AFVs. Proposed legislation would provide several tax incentives for alternative fuels, and AFVs, including a sales tax exemption, motor fuels tax exemption, and a corporate tax credit for vehicle conversions. For more information, contact Ellen Bourbon, North Jersey Clean Cities Program Coordinator and New Jersey Division of Energy Alternative Fuels Project Manager, at (609) 984-3058.

The New Jersey Department of Transportation, in conjunction with New Jersey Transit and Transportation Management Associations (TMAs), has implemented a \$1.6 million pilot project to promote commuter alternatives, decrease traffic congestion, and improve air quality. Project Power Commute is geared toward closing the commuting gap between train stations and the workplace by using electric vehicles (EVs) as shuttles driven by employees from the station to their work, and back to the station. Businesses that purchase the EVs at the project's end are eligible for a 10% AFV tax credit, and would receive a tax deduction if they install a charging infrastructure. The TMAs will manage the project at each location. For more information, contact MCRIDES in Morristown at (973) 267-7600, Cross Country Connection in Cherry Hill at (609) 596-8228, and the Greater Mercer TMA in West Windsor at (609) 452-1491.

Utilities/Private Incentives

Public Service Electric and Gas offers a special rate for the resale of CNG as a motor vehicle fuel. Refueling station development assistance is available on a case-by-case basis. Private fleets can make arrangements to refuel at Public Service Electric and Gas locations throughout the state. For more information, contact Dick Duffy at (800) 664-4761, ext. 2060.

Elizabethtown Gas offers technical assistance and design and construction assistance to build CNG refueling stations. Elizabethtown Gas will also assist customers with vehicle conversion. For additional information, call Jack Sharp at (908) 289-5000.

New Jersey Natural Gas Co. has ongoing pilot programs involving short-term loans of natural gas vehicles and a Fuelmaker refueling appliance to fleet operators to allow them to try natural gas as a vehicle fuel. For more information, contact William Wells at (732) 919-8030.

Laws and Regulations

Senate Bill 565 (1995) mandates a study comparing the cost benefits of alternative fuels with other means of improving air quality.

Tax incentives are provided for LPG and CNG as transportation fuels, including a fuel tax rate of \$0.0525/gasoline gallon equivalent, instead of the \$0.105/gallon excise tax on motor fuels.

NEW JERSEY ALTERNATIVE FUEL VEHICLE INCENTIVES AND LAWS

In March 1997, the New Jersey Department of Environmental Protection submitted a State Implementation Plan revision to the U.S. Environmental Protection Agency (EPA), in which New Jersey opted out of the Clean Fleets Program mandated by the Clean Air Act, and proposed a substitute New Jersey Clean Fleets (NJCF) Program. The proposed NJCF Program relies heavily on the use of AFVs. It presents a four-pronged strategy consisting of the DOE's Clean Cities Program, the Energy Policy Act mandates, an Incentive Development Program, and an Advanced Technology Vehicle Program. The NJCF Program is awaiting EPA approval.

Points of Contact

New Jersey Clean Cities

New Jersey Board of Public Utilities
Clean Cities Coordinator
Ellen Bourbon
Phone: (609) 984-3058
Fax: (609) 777-3330
Email: Embourbon@aol.com

Elizabethtown Gas

Jack Sharp
Phone: (908) 289-5000

Metropolitan Planning Organizations

North Jersey Transportation Planning Authority
Cliff Sobel
Phone: (973) 639-8400
Fax: (973) 639-1953

U.S. Department of Energy

Philadelphia Regional Support Office
Clean Cities Regional Contact
James Ferguson
Phone: (215) 656-6977
Fax: (215) 656-6981
Email: James.M.Ferguson@hq.doe.gov

New Jersey Office of Technology

William Hoffman, Chief
Phone: (609) 530-6497
Fax: (609) 530-3722
Web site: <http://www.state.nj.us/transportation>

U.S. Environmental Protection Agency

Regional Pollution Prevention Coordinator
Region 2
Janet Sapadin
Phone: (212) 637-3584
Fax: (212) 637-3771
Email: sapadin.janet@epamail.epa.gov

Public Service Electric and Gas

Dick Duffy
Phone: (800) 664-4761, ext. 2060
Fax: (201) 291-2993
Email: rduffy@pseg.com

New Jersey Natural Gas Co.

NGV Consultant
William Wells
Phone: (732) 919-8030

Metropolitan Planning Organizations

South Jersey Transportation Planning Organization
Timothy Chelius
Phone: (609) 794-1941
Fax: (609) 794-2549

U.S. Department of Energy

Philadelphia Regional Support Office
Clean Cities Regional Contact
Patricia Passarella
Phone: (215) 656-6966
Fax: (215) 656-6981
Email: Patricia.Passarella@hq.doe.gov

General Services Administration

Regional Fleet Manager
Brian Smith
Phone: (212) 264-3930
Fax: (212) 264-5771
Email: brian.smith@gsa.gov

New Jersey Dept. of Environmental Protection

Sharon Haas
Phone: (609) 530-3614

NEW MEXICO ALTERNATIVE FUEL VEHICLE INCENTIVES AND LAWS

New Mexico is the proud home of the Albuquerque Clean Cities Coalition.

Overview

New Mexico currently offers a lower sales tax for alternative fuels than the sales tax on gasoline. The Energy, Minerals, and Natural Resources Department (EMNRD) administers a Transportation Program, which provides grant funds on a competitive basis for projects including the incremental cost of alternative fuel vehicle (AFV) purchases.

State Incentives

The Energy Conservation and Management Division of EMNRD provides grant funds for projects that will reduce the overall energy demand and the consumption of petroleum products. EMNRD provides funding on a competitive basis to eligible applicants to conduct AFV purchases and training or similar activities in New Mexico.

To participate in the program, eligible applicants must submit proposals within specified dates as determined by EMNRD. If a proposal is selected for funding, the applicant will be required to enter into a professional-service agreement or joint-power agreement with EMNRD to conduct the designated project. Funds are available on an annual basis. For more information, contact Louise Martinez, EMNRD - Energy Conservation and Management Division, at (505) 827-1129.

Utilities/Private Incentives

Public Service Co. of New Mexico (PNM) Alternative Fuels Vehicle Group has opened a Conversion and Technology Center at 1001 Candelaria NE, Albuquerque, where gasoline-powered vehicles can be serviced and maintained. PNM's AFV Group also provides compression services with 16 public and private access CNG stations throughout New Mexico. Through strategic alliances, PNM can assist with the ordering of original equipment manufacturer vehicles and assist with locating third-party financing for vehicle acquisition, conversion, and fueling stations. For additional information, contact Sally Gundling at (505) 241-4265 or email sgundli@mail.pnm.com.

Laws and Regulations

The state authorized a \$5 million loan fund for AFV conversions by state agencies, institutions of higher learning, and school districts. However, the legislature has not yet appropriated any money for this fund.

New Mexico has exempted CNG, when used as a transportation fuel, from Public Service Commission jurisdiction.

Public Law 92-58, the Alternative Fuel Conversion Act, requires that 100% of new state and post-secondary institution fleet vehicles must operate on alternative fuels as of model year 1996, less authorized exemptions.

House Bill (HB) 1014 (1995) exempts law enforcement vehicles from AFV conversion mandates.

The Alternative Fuels Tax Act, passed in 1995, provides tax incentives for alternative fuels. A tax of \$0.12/gallon for all alternative fuels will be implemented over a 6-year period, compared to a fuel tax of \$0.16/gallon for gasoline and \$0.18/gallon for diesel.

The Year Alternative Fuels Tax for 1996 states that the tax on gasoline will increase incrementally:

<u>Years</u>	<u>Gas Tax Increase</u>
1997 – 1998	\$0.03/gallon
1999 – 2000	\$0.06/gallon
2001 – 2002	\$0.09/gallon
2002 and beyond	\$0.12/gallon

NEW MEXICO ALTERNATIVE FUEL VEHICLE INCENTIVES AND LAWS

HB 462 (1993) provides that instead of paying the per gallon road tax, owners of AFVs can purchase an annual fuel tax decal for a flat fee based on the gross vehicle weight (gvw) up to 54,000 gvw. For example, the fee for a passenger car would be \$15/year.

Points of Contact

Albuquerque Clean Cities

Clean Cities Coordinator
Mike Minturn
Phone: (505) 768-5357
Fax: (505) 768-5305
Email: mminturn@cabq.gov

New Mexico State Energy Office

Louise Martinez
Phone: (505) 827-1129
Email: lmartinez@state.nm.us

New Mexico Energy, Minerals, and Natural Resources

Richard Leonard
Phone: (505) 827-2141
Email: rleonard@state.nm.us

U.S. Department of Transportation

Federal Transit Administration
Region 6
Charyle Tyson
Phone: (817) 860-9663
Fax: (817) 860-9437
Email: cheryle.tyson@fta.dot.gov

New Mexico State Transportation

State Highway and Transportation Department
Scott Smith
Phone: (505) 827-5522

U.S. Environmental Protection Agency

Pollution Prevention Coordinator
Eli Martinez
Phone: (214) 665-2119

Santa Fe Clean Cities Coalition

City of Santa Fe
Wade Havens
Phone: (505) 438-1461

U.S. Environmental Protection Agency

Clean Fuel Fleet Program
Paul Scoggins
Phone: (214) 665-7354
Email: scoggins.paul@epamail.epa.gov

Public Service Company of New Mexico

Sally Gundling
Phone: (505) 241-4265
Fax: (505) 241-2384
Email: sgundli@mail.pnm.com
Web site: <http://www.pnm.com>

Metropolitan Planning Organizations

Middle Rio Grande Council of Governments
Michael Copeland
Phone: (505) 247-1750
Fax: (505) 247-1753
Email: mcopeland@mrgeog.org

U.S. Department of Energy

Denver Regional Support Office
Dallas Duty Station
Clean Cities Regional Contact
Dan Deaton
Phone: (972) 491-7276
Fax: (972) 491-7292
Email: dan.deaton.@hq.doe.gov

General Services Administration

Fleet Management Division
Director
Bill Heffner
Phone: (817) 978-2381
Email: bill.heffner@gsa.gov

Alternative Fuels Vehicle Network (AFVN)

Executive Director
Frank Burcham
Phone: (505) 856-8585
Email: Frankb@nmia.com

NEW YORK ALTERNATIVE FUEL VEHICLE INCENTIVES AND LAWS

New York is the proud home of the Central New York, the Western New York, the White Plains, the Long Island, and the Genesee Clean Cities Coalitions.

Overview

New York has several sales tax exemptions for various alternative fuel vehicles (AFVs). In addition, several state agencies fund alternative fuel projects on a case-by-case basis, including The New York State Energy Research and Development Authority (NYSERDA), the Department of Environmental Conservation (DEC), and the New York Power Authority. Many of the state's utility companies also offer assistance for AFV projects on a case-by-case basis.

State Incentives

NYSERDA manages oil overcharge-funded (also known as petroleum violation escrow funded) alternative fuel projects with school districts, municipalities, and state agencies that were previously awarded by the New York State Energy Office. A U.S. Department of Energy grant is being used to implement a new Clean Cities Sharing Network through which fleet managers receive information on alternative fuel technology. The Clean Cities Challenge, initiated in late 1996, will provide cost sharing for vehicle projects undertaken by Clean Cities Stakeholder fleets. NYSERDA, in cooperation with the city of New York, operates a voluntary natural gas taxi cab program that will pay 80% of the cost for converting a taxi to compressed natural gas (CNG), or 80% of the incremental cost of purchasing a new CNG taxi.

NYSERDA continues to co-fund AFV research and demonstration projects on a case-by-case basis. Projects must be innovative, show a New York component, meet NYSERDA's technical requirements, and not duplicate projects previously demonstrated in New York. Examples of current AFV projects include \$1 million for a program to develop, demonstrate, and commercialize advanced transportation technologies that conserve energy and are environmentally sound. For more information about funding for demonstration projects, call to request a copy of the *Guide to Doing Business with the Energy Authority* at (518) 465-6251, ext. 272. For additional information on NYSERDA's programs, contact Ruth Horton at (518) 862-1090, ext. 3306 or (518) 862-1091-fax.

For electric vehicles (EVs), the New York State tax credit is equal to 50% of the "incremental cost," defined as the cost of an EV over a gasoline-powered vehicle that is similar in size and style. This applies to EVs for which a federal income tax credit under Internal Revenue Code, Section 30, is also available. The credit can be up to a maximum of \$5,000 per vehicle. To qualify for the credit, the vehicle must be powered primarily by an electric motor drawing current from batteries or other portable sources of electric current. All dedicated, plug-in only EVs, as well as series-hybrid EVs, qualify. The credit is not available to gas corporations and electric corporations as defined in the Public Service Law.

Tax credit is provided for the purchase of qualified EV and hybrid EVs. The credit is 10% of the vehicle's cost, up to a maximum of \$4,000. After the year 2001, the credit will be reduced by 25% each year until phased out.

DEC is responsible for the protection of the environment and public health, and seeks to reduce air, water, and land pollution, and controls emissions from motor vehicles, fuels and fuel additives. DEC promotes the use of alternative fuels, but primarily from an emissions (clean air) standpoint. Funding for the DEC-supported alternative fuels projects is allowed by NYSERDA. New York continues to have a 2% zero emission vehicle mandate. For more information, contact the DEC Bureau of Mobile Sources at (518) 485-8913.

The New York Power Authority offers several EV purchasing programs for Power Authority customers on a case-by-case basis. For more information, contact the New York Power Authority at (212) 468-6000, or Bart Chezar at (212) 468-6727, (212) 468-6765-fax, email chezar.b@nypa.gov, or visit the Web site at <http://www.nypa.gov/nypab.html>.

The Clean Water/Clean Air Bond Act, that passed on November 5, 1996, appropriated \$55 million for Air Quality Projects, includes a program of state assistance for the purchase of alternative-fuel buses by transit authorities and municipalities, conversions of bus depots, purchase of AFVs, and supporting refueling/recharging infrastructure by state agency fleets. NYSERDA will implement the alternative fuel bus program. The Office of General Services will conduct a study of the potential use of AFVs in state agency fleets, and implement the state assistance program.

Utilities/Private Incentives

Long Island Lighting Co. offers the NGV incentive program to provide rebates for natural gas vehicles (NGVs) on a case-by-case basis and special competitive rates for CNG refueling. Long Island Lighting Co. will also help secure CNG refueling station financing, provide technical assistance, and other services. For information on CNG services, contact Barry Allen at (516) 382-2084. For EV information, contact Ron Gulmi at (516) 545-5157, or Wai Moy at (516) 545-4850.

Niagra Mohawk Power provides CNG refueling station design assistance and other services. Niagra Mohawk Power will also help find infrastructure development companies for refueling station design and development. Additionally, Niagra Mohawk Power offers an equipment loaner program for chosen refueling stations. This program allows fleet refueling stations to borrow the necessary equipment to initiate their services, and then, once the converted fleet is in full operation, Niagra Mohawk Power offers the equipment to another fleet. General qualifications for this program are that the fleet is large and has the capabilities to allow access to its equipment to outside fleets and the public. Niagra Mohawk Power also loans natural gas and EVs for demonstrations. For more information, contact Judith Brown at (315) 460-4086 or (315) 460-4007-fax.

Brooklyn Union Gas provides assistance to natural gas vehicle fleets on a case-by-case basis. Financial awards are made depending on the fleet size, fuel amount used, and vehicle type. For NGV financial or marketing information, contact Tom Marzella at (718) 403-2677, or contact Clem Drummond at (718) 403-2768.

Con Edison has an NGV marketing department, and operates nine NGV refueling stations in New York that are open to the public. Incentives for NGVs are done on an individual basis. For more information, contact Richard Arcari at (718) 204-4102, email arcarir@coned.com, or contact John Shipman at (718) 204-4063, email shipmanj@coned.com, or contact Shui Kei NG at (718) 204-4048, (718) 777-5461-fax, email ngs@coned.com, or visit the Web site at <http://www.coned.com>.

National Fuel provides assistance to public and private enterprises to establish public refueling stations by providing equipment selection and installation guidance as appropriate. For more information, contact Robert Culp at (814) 871-8190, (814) 871-8025-fax, email culpr@natfuel.com, or visit the Web site at <http://www.natfuel.com>.

Laws and Regulations

New York State has adopted regulations establishing a centrally fueled clean fuel fleet program. This regulation applies to motor vehicle fleets operating vehicles with a gross vehicle weight rating between 6,000 lb and 26,000 lb in areas of New York State designated as severe non-attainment with the national ambient air quality standard for ozone (See 6 NYCRR Part 210).

New York established a 6-year, \$40 million comprehensive Alternative Fuel Vehicle Fleet Demonstration Program to learn the practical requirements of operating AFVs, determine their costs, and assist potential users in adapting to the use of these vehicles.

New York has adopted the California's low emission vehicles program (See 6 NYCRR Part 218).

Statute 19-0319 in the Environmental Conservation Law required a centrally fueled fleet program to be in place by May 15, 1994. This program contains provisions requiring that a certain percentage of all new covered fleet vehicles purchased in 1998 and thereafter operates on clean fuels.

The state exempts retail sales tax for the difference between the cost of a new converted AFV and the list price of a comparable vehicle.

The Public Service Commission does not regulate the sale of natural gas at alternative refueling stations.

New York City Council established a program in 1991 requiring the purchase or conversion of AFVs (or both) for city government use. The program required 80% of the light-duty, non-emergency fleet, and 15% of the transit buses to be alternatively fueled.

The New York State Energy Plan in 1989 called for a 50% increase in the use of natural gas in the state by the year 2000.

NY Appropriations Bill 6095 requires the formulation and annual updating of the long-term plan to convert existing diesel bus fleets to alternative fuels, including electric buses.

Points of Contact

Central New York Clean Cities

Syracuse Metropolitan Transportation Council
Clean Cities Coordinator
Joseph Barry
Phone: (315) 422-5716
Fax: (315) 422-7753
Email: CkingsSMTC@aol.com

Clean Communities of Western New York

Clean Cities Coordinator
Erie County Legislature
William Pauly
Phone: (716) 836-0198
Fax: (716) 836-0199
Email: legis14@aol.com

Genesee Clean Cities

Coordinator
Paul Heaney
Phone: (716) 889-9516
Fax: (716) 889-9516

U.S. Department of Transportation

Federal Transit Administration
Region 2
Jim McCullagh
Phone: (212) 264-8162

Con Edison

John Shipman
Phone: (718) 204-4063
Email: shipmanj@coned.com
Web site: <http://www.coned.com>

New York Power Authority

Bart Chezar
Phone: (212) 468-6727

KeySpan Energy

Ron Gulmi
Phone: (516) 545-5157

Niagara Mohawk Power

Judith Brown
Phone: (315) 460-4086

Brooklyn Union Gas

Clement Drummond
Phone: (718) 403-2768

Greater Long Island Clean Cities Coalition

Long Island Regional Planning Board
Coordinator
Barry Allen
Phone: (516) 853-600
Fax: (516) 853-4044
Email: gliccc@aol.com

White Plains Clean Cities

Department of Public Works City of White Plains
Clean Cities Coordinator
Joseph Nicoletti, Jr.
Phone: (914) 422-1210
Fax: (914) 422-1469
Email: modela@cloud9.net

General Services Administration

Regional Fleet Manager
Brian Smith
Phone: (212) 264-3930
Fax: (212) 264-5771
Email: brian.smith@gsa.gov

Con Edison

Richard Arcari
Phone: (718) 204-4102
Email: arcarir@coned.com
Web site: <http://www.coned.com>

Con Edison

Shui Kei NG
Phone: (718) 204-4048
Fax: (718) 777-5461
Email: ngs@coned.com
Web site: <http://www.coned.com>

KeySpan Energy

Barry Allen
Phone: (516) 382-2084
Email: allenbt@lilco.com

KeySpan Energy

Wai Moy
Phone: (516) 545-4850

Brooklyn Union Gas

Tom Marzella
Phone: (718) 403-2677

National Fuel

Robert Culp
Phone: (814) 871-8290
Fax: (814) 871-8025
Email: culpr@natfuel.com
Web site: <http://www.natfuel.com>

NEW YORK ALTERNATIVE FUEL VEHICLE INCENTIVES AND LAWS

New York State Energy Office

New York State Energy Research and
Development Authority
Ruth Horton
Phone: (518) 862-1090, ext. 3306

U.S. Department of Energy

Boston Regional Support Office
Clean Cities Regional Contact
Mike Scarpino
Phone: (617) 565-9716
Fax: (617) 565-9723
Email: michael.scarpino@hq.doe.gov

Metropolitan Planning Organizations

Poughkeepsie-Dutchess County
Transportation Council
Kealy Salomon
Phone: (914) 486-3600

Department of Environmental Conservation

Tony Tagliaferro
Phone: (518) 485-8913

New York State Transportation

State Department of Transportation Comprehensive
Transportation Planning Management Group
Clarence Fosdick
Phone: (518) 457-7055

U.S. Environmental Protection Agency

Regional Pollution Prevention Coordinator
Region 2
Janet Sapadin
Phone: (212) 637-3584
Fax: (212) 637-3771
Email: sapadin.janet@epamail.epa.gov

Metropolitan Planning Organizations

Niagara Frontier Transportation Committee
Edward H. Small, Jr., P.E.
Phone: (716) 856-2026

Metropolitan Planning Organizations

New York Metropolitan Transportation Council
Raymond Ruggieri
Phone: (212) 938-3390

Metropolitan Planning Organizations

Capital District Transportation Committee
John Poorman
Phone: (518) 458-2161

U.S. Department of Transportation

Federal Highway Administration
Region 1
Alicia Nolan
Phone: (518) 431-4224, ext. 236
Fax: (518) 431-4208
Email: alicia.nolan@fhwa.dot.gov

General Services Administration

Regional Fleet Manager
Brian Smith
Phone: (212) 264-3930
Fax: (212) 264-5771
Email: brian.smith@gsa.gov

Overview

Several North Carolina utilities support alternative fuel vehicle projects on a case-by-case basis.

State Incentives

Since 1987, the state has provided a corporate or personal income tax credit for the construction of certain new ethanol fuel plants in the state. For more information on North Carolina's Alternative Fuel Program, contact Gary Lew, Department of Commerce, Energy Division, (919) 733-2230, (919) 733-2953-fax, or email glew@energy.commerce.state.nc.us.

Utilities/Private Incentives

Duke Power Co. has a reduced rate for electricity used to charge an electric vehicle of \$0.03/kWh off-peak and \$0.09/kWh on-peak. For more information, contact Tim Shawve at (704) 382-4449, (704) 382-9849-fax, email tshawve@duke-energy.com, or visit the Web site at <http://www.duke-energy.com>.

Piedmont Natural Gas Co. has a promotional rate for natural gas used to fuel vehicles. The refueling station in Charlotte and Greensboro for Piedmont Natural Gas Co.'s fleet use can be used by other compressed natural gas (CNG) fleets in the area. Contact Greg Johnson at (704) 364-3120 for additional information.

Public Service Co. of North Carolina has three refueling stations and conversion shops. One is in Gastonia, and two are in Raleigh. Contact Gene Ratchford at (704) 834-6459 or (919) 501-2515-fax for more information.

Laws and Regulations

In 1991, legislation was enacted that requires state agencies to study the use of alternative fuels in state-owned vehicles and establish a CNG demonstration project.

House Bill 353 extends the time allowed for claiming alternative fuel tax refunds.

Points of Contact

Department of Commerce, Energy Division
Section Chief, Business and Industrial Services;
State Coordinator for AFV Programs
Gary Lew
Phone: (919) 733-2230
Email: Glew@energy.commerce.state.nc.us

Piedmont Natural Gas Co.
Greg Johnson
Phone: (704) 364-3120

Metropolitan Planning Organization
Transportation Advisory Committee
John Davis
Phone: (910) 373-2912

Metropolitan Planning Organization
Raleigh Dept. of Transportation Advisory Committee
Ed Johnson
Phone: (919) 890-3430

Duke Power Co.
Tim Shaw
Phone: (704) 382-4449

Public Service Company of North Carolina
Gene Ratchford
Phone: (704) 834-6459

Metropolitan Planning Organization
High Point Urban Area Metropolitan Planning Organization
Mike Nunn
Phone: (910) 883-3233

Metropolitan Planning Organization
Durham Dept. of Transportation
Mark Harendsen
Phone: (919) 560-4366
Fax: (919) 560-4561
Email: mahrendsen@ci.durham.nc.us

NORTH CAROLINA ALTERNATIVE FUEL VEHICLE INCENTIVES AND LAWS

Metropolitan Planning Organization

Mecklenburg Union Metropolitan
Planning Organization
Joseph Lesch
Phone: (704) 336-4696

U.S. Department of Transportation

Federal Highway Administration
Andy Edwards
Phone: (404) 347-4499

General Services Administration

Regional Fleet Manager
Region 4
Jill Stang
Phone: (404) 331-5150
Fax: (404) 331-1879
Email: jill.stang@gsa.gov

U.S. Department of Energy

Atlanta Regional Support Office
Clean Cities Regional Contact
Steve Hortin
Phone: (404) 347-0239
Fax: (404) 347-3098
Email: steve.hortin@hq.doe.gov

U.S. Environmental Protection Agency

Regional Pollution Prevention Coordinator
Region 4
Bernie Hayes
Phone: (404) 562-9430
Fax: (404) 562-9066
Email: hayes.bernie@epamail.epa.gov

North Carolina State Transportation

Dept. of Transportation
Kim Annis
Phone: (919) 733-3141
Fax: (919) 733-9794
Email: kannis@mail.dot.state.nc.us
Web site: <http://www.dot.state.nc.us>

U.S. Department of Transportation

Federal Transit Administration
Alex McNeil
Phone: (404) 562-3500
Fax: (404) 562-3505

U.S. Environmental Protection Agency

Regional Pollution Prevention Coordinator
Bernie Hayes
Phone: (404) 562-9430
Fax: (404) 562-9066
Email: hayes.bernie@epamail.epa.gov

U.S. Department of Energy

Atlanta Regional Support Office
Clean Cities Regional Contact
Yolonda Jones
Phone: (404) 347-2386
Fax: (404) 347-3098
Email: yolonda.jones@hq.doe.gov

U.S. Environmental Protection Agency

Regional Pollution Prevention Coordinator
Region 4
Don Ahern
Phone: (404) 562-9028
Fax: (404) 562-9066

NORTH DAKOTA ALTERNATIVE FUEL VEHICLE INCENTIVES AND LAWS

North Dakota is the proud home of the Red River Valley Clean Cities Coalition.

Overview

Several private groups and utilities offer incentives for alternative fuel vehicle use in North Dakota.

State Incentives

For more information on North Dakota alternative fuel programs, contact Kim Christianson, Office of Intergovernmental Assistance, at (701) 328-2094.

Utilities/Private Incentives

Montana-Dakota Utilities Co. offers incentives for the conversion to compressed natural gas (CNG) on a case-by-case basis. Montana-Dakota Utilities Co. operates five CNG refueling stations in North Dakota. Contact Steve Redding at (701) 222-7975 for additional information.

The National Ethanol Vehicle Coalition (NEVC) is an ad hoc group created by the National Corn Growers Association (NCGA) and the Governors Ethanol Coalition (GEC) to establish a national program to promote the use of 85% ethanol fuel (E85) as an alternative fuel, enhance agricultural profitability, advance environmental stewardship, and further national energy independence. Through a cooperative effort with the NCGA and its state affiliates, the GEC, state energy offices, and the U.S. Department of Energy—NEVC provides forgivable loans for the installation of public E85 fueling facilities. For more information, contact Phil Lampert at (573) 635-8445, (573) 635-5466-fax, or contact Sandy Hentges at (573) 636-8590, email nevc@sockets.net, or visit the Web site at <http://www.NCGA.com>.

Laws and Regulations

The Governor has proclaimed that all state vehicles must be fueled with 10% ethanol by volume (E10) when possible. In practice, E10 is only used at state refueling stations when the price is within \$0.02 per gallon of gasoline.

Since 1987, the state has provided a corporate or personal income tax credit for the construction of certain new fuel ethanol plants in the state. The North Dakota State Bank provides loan guarantees for construction of production facilities for ethanol in the state.

In 1993, House Bill (HB) 1016 was enacted to provide an appropriation for ethanol fuel production incentives.

Senate Bill 26 (1995) extended the ethanol incentives and appropriated up to \$3,657,000 in funds for an incentive of \$0.40 per gallon for agricultural fuel produced and sold in North Dakota.

HB 1134 (1995) set limits on what any single company can receive in ethanol incentives.

Points of Contact

Red River Valley Clean Cities
Energy & Environmental Research Center
National Alternative Fuels Laboratory
Clean Cities Coordinator
Tim Gerlach
Phone: (701) 777-5144
Fax: (701) 777-5181
Email: tgerlach@eerc.und.nodak.edu

Montana-Dakota Utilities Co.
Steve Redding
Phone: (701) 222-7975

NORTH DAKOTA ALTERNATIVE FUEL VEHICLE INCENTIVES AND LAWS

North Dakota State Transportation

Dept. of Transportation
Paul Feyereisen
Phone: (701) 328-2543
Fax: (701) 328-4623

National Ethanol Vehicle Coalition

Phil Lampert
Phone: (573) 635-8445
Fax: (573) 635-5466
Email: nevc@sockets.net
Web site: <http://www.NCGA.com>

U.S. Department of Energy

Denver Regional Support Office
Clean Cities Regional Contact
Ernie Oakes
Phone: (303) 275-4817
Fax: (303) 275-4830
Email: ernie.oakes@hq.doe.gov

U.S. Department of Transportation

Federal Transit Administration
Region 8
Don Cover
Phone: (303) 844-3242
Fax: (303) 844-4217
Email: don.cover@fta.dot.gov

North Dakota State Energy

Kim Christianson
Phone: (701) 328-2094

National Ethanol Vehicle Coalition

Sandy Hentges
Phone: (573) 636-8590
Fax: (573) 635-5466
Email: nevc@sockets.net
Web site: <http://www.NCGA.com>

U.S. Environmental Protection Agency

Regional Pollution Prevention Coordinator
Region 8
Linda Walters
Phone: (303) 312-6385
Fax: (303) 312-6741
Email: walters.linda@epamail.epa.gov

OHIO ALTERNATIVE FUEL VEHICLE INCENTIVES AND LAWS

Ohio is the proud home of the Tri-State Clean Cities Coalition.

Overview

Several Ohio utilities support AFV programs.

State Incentives

At the time of publication, Ohio did not offer any incentives for AFVs other than income tax credit for 10% ethanol by volume (E10). For more information, contact Jeff Westhoven at the Ohio Office of Energy at (614) 466-6776, (614) 728-2400-fax, email GSA_westhovn@ohio.gov, or visit the Web site at <http://www.odn.ohio.gov/gsa/oes>.

Utilities/Private Incentives

Cinergy provides a public fast-fill station onsite and compressed natural gas (CNG). Cinergy offers technical help and vehicle conversion training. For more information, contact Dave Kuyper at (513) 287-1160, (513) 287-1178-fax, email kuyperd@cinergy.com, or visit the Web site at <http://www.cinergy.com>.

East Ohio Gas offers CNG station financing, construction management, temporary fueling facilities for up to 2 years, technical assistance, and vehicle conversion training. The natural gas refueling stations that East Ohio Gas uses for its fleet are accessible to the public. If a fleet customer is converting enough vehicles to natural gas, East Ohio Gas will build and operate a fueling station at the customer's site. Contact Lee Leard, Natural Gas Vehicle Program, at (216) 736-6745 or (216) 736-6743-fax.

The National Ethanol Vehicle Coalition (NEVC) is an ad hoc group created by the National Corn Growers Association (NCGA) and the Governor's Ethanol Coalition (GEC) to establish a national program to promote the use of 85% ethanol fuel (E85) as an alternative fuel, enhance agricultural profitability, advance environmental stewardship, and further national energy independence. Through a cooperative effort with the NCGA and its state affiliates, the GEC, state energy offices, and the U.S. Department of Energy—NEVC provides forgivable loans for the installation of public E85 fueling facilities.. For more information, or contact Phil Lampert at (573) 635-8445, (573) 635-5466-fax, or contact Sandy Hentges at (573) 636-8590, email nevc@sockets.net, or visit the Web site at <http://www.NCGA.com>.

Laws and Regulations

The state provides a \$0.01/gallon income tax credit for sale of E10, with a maximum of \$15 million per year.

In 1990, the Governor signed legislation directing fleets of three state agencies to use E10 whenever possible.

Under the requirements of the Energy Policy Act of 1992, the Ohio Department of Transportation has initiated a CNG pilot project in Cleveland involving 20 pick-up trucks.

Under House Bill 201 (1992), Ohio has established an Alternative Fuels Advisory Council to evaluate the use of alternative fuels in the state. For a copy of the Council's report, contact Gordon Proctor at (614) 644-8241, (614) 466-1768-fax, or contact Christy Collins at (614) 644-7085, (614) 466-1768-fax, or email ccollins@odot.dot.ohio.gov.

Points of Contact

Cincinnati Clean Cities

OKI Regional Council of Governments
Clean Cities Coordinator
Judi Craig
Phone: (513) 621-6300
Fax: (513) 621-9325
Email: jcraig@oki.org

U.S. Environmental Protection Agency

Regional Pollution Prevention Coordinator
Region 5
Phil Kaplan
Phone: (312) 353-4669
Fax: (312) 353-4788
Email: kaplan.phil@epamail.epa.gov

OHIO ALTERNATIVE FUEL VEHICLE INCENTIVES AND LAWS

Ohio Office of Energy Services

Jeff Westhoven
Phone: (614) 466-6776
Fax: (614) 728-2400
Email: GSA_westhovn@ohio.gov
Web site: <http://odn.ohio.gov/gsa/oes>

East Ohio Gas

Natural Gas Vehicle Program
Lee Laird
Phone: (216) 736-6745
Fax: (216) 736-6743

National Ethanol Vehicle Coalition

Sandy Hentges
Phone: (573) 636-8590
Fax: (573) 635-5466
Email: nevca@sockets.net
Web site: <http://www.NCGA.com>

Metropolitan Planning Organization

Mid-Ohio Regional Planning Commission
Robert E. Lawler
Phone: (614) 228-2663
Fax: (614) 621-2401
Email: rlawler@mail.morpc.org
Web site: <http://www.morpc.org>

Metropolitan Planning Organization

Northeast Ohio Area Wide Coordinating
Agency Policy Board
Bill Davis
Phone: (216) 241-2414, ext. 251
Fax: (216) 621-3024
Email: Bdavis@mpo.NOaca.org

Metropolitan Planning Organization

Policy Committee of the Stark County Area
Transportation Study
Paul Jaeger
Phone: (330) 438-0389
Fax: (330) 438-0990
Email: starkrpc@aol.com

Metropolitan Planning Organization

Miami Valley Regional Planning Commission
Anne Hassoun
Phone: (937) 223-6323
Fax: (937) 223-9750
Email: _MVRPC@erinet.com
Web site:
<http://www.dot.state.oh.us/planning/mvrpc.htm>

Cinergy

Dave Kuyper
Phone: (513) 287-1160
Fax: (513) 287 1178
Email: kuyperd@cinergy.com
Web site: <http://www.cinergy.com>

National Ethanol Vehicle Coalition

Phil Lampert
Phone: (573) 635-8445
Fax: (573) 635-5466
Email: nevca@sockets.net
Web site: <http://www.NCGA.com>

Metropolitan Planning Organizations

Brooke-Hancock-Jefferson Metropolitan Planning Commission
Mike Paprocki
Phone: (740) 282-3685
Fax: (740) 282-1821
Email: BHJ@obnet.com

Metropolitan Planning Organization

Toledo Metropolitan Area Council of Governments
Dave Dysard
Phone: (419) 241-9155, ext. 118
Fax: (419) 241-9116
Email: info@TMACOG.org
Web site: <http://www.TMACOG.org>

Metropolitan Planning Organization

Eastgate Development and Transportation Agency
Jim Wells
Phone: (330) 746-7601
Fax: (330) 746-8509
Email: edata@cisnet.com
Web site: <http://www.edata.org>

U.S. Department of Energy

Chicago Regional Support Office
Clean Cities Regional Contact
Melinda Latimer
Phone: (312) 886-8582
Fax: (312) 886-8561
Email: melinda.latimer@hq.doe.gov

Ohio State Transportation

Dept. of Transportation
Gordon Proctor & Christy Collins
Phone: (614) 644-7085
Fax: (614) 466-1768
Email: ccollins@odot.dot.ohio.gov
Web site: <http://www.dot.state.oh.us>

OHIO ALTERNATIVE FUEL VEHICLE INCENTIVES AND LAWS

Ohio State Energy Office

Ohio Dept. of Development

Sara Ward

Phone: (614) 466-6797 or 1-800-848-1300

Fax: (614) 466-1864

Email: sward@odod.ohio.gov

Web site: <http://www.odod.ohio.gov>

U.S. Department of Transportation

Federal Transit Administration

Doug Gerleman

Phone: (312) 353-2789

Fax: (312) 886-0351

Email: Douglas.gerleman@fta.dot.gov

OKLAHOMA ALTERNATIVE FUEL VEHICLE INCENTIVES AND LAWS

Oklahoma is the proud home of the Central Oklahoma and the Tulsa Clean Cities Coalitions.

Overview

Oklahoma's main incentive for alternative fuel vehicles (AFVs) is a state income tax credit of 50% of the cost of converting vehicles to alternative fuels and 10% of the total vehicle cost, up to \$1,500, to individuals who buy an original equipment manufacturer (OEM) AFV. In addition, the state of Oklahoma has both a public- and private-sector loan fund to cover the cost of conversions or the incremental costs of an OEM AFV.

Highlights

A 50% state income tax credit is available for the cost of converting vehicles to alternative fuels and up to \$1,500 tax credit for 10% of the total vehicle cost for the purchase of an OEM AFV.

State Incentives

The state of Oklahoma offers a state income tax credit, through the Alternative Fuels Act, of 50% of the cost of converting vehicles to alternative fuels, or installing refueling equipment for AFVs. The tax credit is available until January 2002. A tax credit of 10% of the total vehicle cost, up to \$1,500, is available to individuals who buy an OEM AFV. The tax credits can be taken over a 3-year period. The alternative fuels eligible for credit include compressed natural gas (CNG), liquefied natural gas (LNG), liquefied petroleum gas (LPG), ethanol, methanol, and electricity.

The Alternative Fuels Act, by statute, established a revolving loan fund for the conversion of government fleets to alternative fuels. The program will also pay for the incremental cost of an OEM AFV. The program provides no-interest loan funding of converting vehicles to run on alternative fuels and the construction of refueling facilities. The state defined alternative fuels are CNG, LNG, LPG, ethanol, methanol, and electricity. The program provides up to \$5,000 per converted vehicle, and up to \$100,000 for fueling stations. Repayment is made from fuel savings during a maximum 7-year period. If the alternative fuels price does not remain below the price of the conventional fuel that was replaced, repayment is suspended. Eligible applicants include state, county, municipalities, school districts, mass transit authorities, and public trust authorities. For more information about state programs, contact Jeanie Robards, Oklahoma Department of Central Services, at (405) 521-4687, email jeanie_robards@dcs.state.ok.us, or visit the Web site at http://www.dcs.state.ok.us/okdcs.nsf/htmlmedia/alternative_fuels.html.

Oklahoma also has a private loan program with a 3% interest rate for the conversion of private fleets to alternative fuels, as well as allowing for the incremental cost of an OEM vehicle. The repayment of the loan is made from fuel savings during a maximum 3-year period. For more information, contact Gordon Gore, Oklahoma Department of Commerce, at (405) 815-6552 or email Gordon-gore@odoc.state.ok.us.

Utilities/Private Incentives

Arkansas Louisiana Gas (Arkla) has a special lower rate for CNG used to fuel vehicles. Arkla offers technical assistance and station design assistance for natural gas refueling stations. For more information, contact Arthur Connerly at (501) 377-4877 or Dwayne Brown at (501) 377-4742, (501) 377-4876-fax, or visit the Web site at <http://www.noram.com/arkla/contacts/ntml>.

Oklahoma Natural Gas Co. offers a discounted rate for natural gas when used to fuel vehicles. For a period of up to one week, Oklahoma Natural Gas Co. will provide an NGV on loan for a fleet customer to test NGVs. For more information, contact John Holt at (918) 588-7520 or (918) 588-7517-fax.

Laws and Regulations

In addition to the loans and tax credits, the Alternative Fuels Act provides other incentives for the use of AFVs including:

- Instead of paying a motor fuel excise tax, CNG, LNG, and LPG are taxed through a flat yearly fee; CNG is \$100 per vehicle, LNG and LPG are \$50 per vehicle; and \$150 for AFVs weighing more than one ton.
- Natural gas is exempt from sales tax when sold as a motor vehicle fuel.
- The state has deregulated the sale of CNG, LNG, and LPG when sold as vehicle fuels.

Oklahoma Statute Title 74, the Alternative Fuels Technician Certification Act, is designed to train, test, and certify technicians and mechanics in AFV and fuel technologies.

House Bill (HB) 1953 (1990) established the Committee of Alternative Fuels Technician Examiners, responsible for inspecting alternative fuel equipment, testing and certifying installers, and promoting performance standards. People involved in installing, servicing, repairing, or modifying engines to operate on alternative fuels must be state certified.

HB 1886 (1994) requires that school and government vehicles are encouraged to be run on an alternative transportation fuel whenever the price of the alternative fuel is equal to or less than the displaced conventional fuel.

Senate Bill 679 (1996) extended the 50% tax credit to January 1, 2002, for conversion of vehicles of up to \$1,500 per vehicle.

The Oklahoma State Vo-Tech System offers CNG, LPG, and EV installation training programs.

HB 2655 adds electricity technicians to the list of alternative fuel vehicle technicians to be tested by the state of Oklahoma. This bill also provides two electric voting members on the Committee of Alternative Fuels Technician Examiners. The bill also designates charging stations as fuel stations.

Points of Contact

Central Oklahoma Clean Cities Coalition

Association of Central Oklahoma Governments
Yvonne Anderson
Phone: (405) 848-8961
Fax: (405) 840-9470
Email: acog@acogok.org

Oklahoma Department of Central Services

Jeanie Robards
Phone: (405) 521-4687
Fax: (405) 525-2682
Email: Jeanie_Robards@dcs.state.ok.us
Web site: <http://www.dcs.state.ok.us>

Arkansas Louisiana Gas (Arkla)

Dwayne Brown
Phone: (501) 377-4742
Fax: (501) 377-4876
Web site: <http://www.norman.com/arkla/contacts/html>

Francis Tuttle Vo-Tech

Greg Huffman
Phone: (405) 720-4274

Oklahoma State Energy Office

Department of Commerce
Scott Meyers
Phone: (405) 815-5356

Tulsa Clean Cities Coordinator

Indian Nations Council of Governments
Nancy Graham
Phone: (918) 584-7526
Fax: (918) 583-1024
Email: Ngraham@incog.org

Arkansas Louisiana Gas (Arkla)

Arthur Connerly
Phone: (501) 377-4877

Oklahoma Natural Gas Company

John Holt
Phone: (918) 588-7520

Oklahoma State Transportation

Department of Transportation
Terry McFall
Phone: (405) 521-2927

Oklahoma Department of Commerce

Division of Community Affairs
Gordon Gore
Phone: (405) 815-6552
Email: Gordon-gore@ODOC.state-ok.us

OKLAHOMA ALTERNATIVE FUEL VEHICLE INCENTIVES AND LAWS

U.S. Department of Energy
Denver Regional Support Office
Dallas Duty Station
Clean Cities Regional Contact
Dan Deaton
Phone: (972) 491-7276
Fax: (972) 491-7292
Email: dan.deaton.@hq.doe.gov

U.S. Environmental Protection Agency
Regional Pollution Prevention
Region 6
Coordinator
Eli Martinez
Phone: (214) 665-2119

U.S. Environmental Protection Agency
Clean Fuel Fleet Program Contact
Region 6
Paul Scoggins
Phone: (214) 665-7354
Email: scoggins.paul@epamail.epa.gov

U.S. Department of Transportation
Alex McNeil
Federal Transit Administration
Region 4
Phone: (404) 562-3500
Fax: (404) 562-3505

U.S. Environmental Protection Agency
Regional Pollution Prevention
Coordinator
Region 6
Rob Lawrence
Phone: (214) 665-6580

U.S. Department of Transportation
Federal Transit Administration
Region 6
Cheryle Tyson
Phone: (817) 860-9663
Fax: (817) 860-9437
Email: cheryle.tyson@fta.dot.gov

General Services Administration
Fleet Manager
Region 7
Virlene Griffen
Phone: (817) 978-2381

OREGON ALTERNATIVE FUEL VEHICLE INCENTIVES AND LAWS

Oregon is the proud home of the Rogue Valley and the Portland Clean Cities Coalitions.

Overview

The Business Energy Tax Credit is the major state incentive for alternative fuel vehicles (AFVs) in Oregon. A tax credit of 35% is available for AFVs and alternative fuel fueling stations. The Oregon Department of Energy also offers a small-scale loan program for conservation and renewable resource related projects that may be used for AFV projects. All of the natural gas utilities in Oregon will work with customers to facilitate the tax credit program for natural gas vehicles.

Highlights

A tax credit of 35% of eligible project costs is available for AFVs.

State Incentives

A Business Energy Tax Credit is available for AFVs and alternative fuel fueling stations. The tax credit is 35% of the eligible project costs and is taken over 5 years. The tax credit is available through 2001. Contact Sylvia Billa, Oregon Department of Energy, at (503) 378-5981 for more information.

A small-scale loan program for conservation and renewable resource-related projects is available from the Oregon Department of Energy. Contact Dave Stevens at (503) 378-3493 for more information.

Utilities/Private Incentives

All the natural gas utilities in the state will buy back the 35% tax credit at the present value for purchase of the AFV and alternative refueling station. The utility provides the entire 35% credit to the customer at the time of purchase and then deducts the credit over the next five years.

Northwest Natural Gas provides NGV refueling facilities as well as the tax credit buy-back described above. Contact Doug Dunford at (503) 721-2476.

Laws and Regulations

House Bill (HB) 2255 (1995) extends the Business Energy Tax Credit for AFVs through 2001.

HB 765 (1990) requires that after July 1, 1994, the state may purchase only vehicles designed to operate on alternative fuels except in areas where the fuels are not economically available. State government vehicles are required to be capable of burning alternative fuels to the maximum extent economically possible.

HB 766 (1990) requires that mass-transit vehicles purchased after July 1, 1993, be capable of operating on alternative fuels if technically and economically feasible.

HB 2130 allows investor-owned utilities to offer monies to customers to help purchase vehicles and infrastructure materials.

HB 2175 authorizes a Public Transportation Development Program to pursue alternative fuel projects, including conversion of vehicles and construction of refueling stations.

HB 2175 authorizes a Public Transportation Development Program to pursue alternative fuel projects, including conversion of vehicles and construction of refueling stations.

Points of Contact

U.S. Department of Energy
Seattle Regional Support Office
Clean Cities Regional Contact
Roxanne Dempsey
Phone: (206) 553-2155
Fax: (206) 553-2200
Email: roxanne.dempsey@hq.doe.gov

Rogue Valley Clean Cities Coordinator
Rogue Valley Clean Cities Coalition
Scott Rayburn
Phone: (541) 535-3770
Fax: (541) 535-6336
Email: cleanair.aol.com

Oregon State Energy Office
Oregon Department of Energy
Dave Stevens
Phone: (503) 378-3493

Oregon State Energy Office
Evan Elias
Phone: (503) 378-6044
Fax: (503) 373-6808
Email: evan.m.elias@state.or.us
Web site: <http://www.cbs.state.or.us/external.ooe>

Metropolitan Service District
Mike Hoglund
Phone: (503) 797-1700, ext. 1743
Fax: (503) 797-1794
Email: hoglundm@metro.dst.org.us

Oregon State Transportation
Department of Transportation
Eb Engelmann
Phone: (503) 986-3481
Fax: (503) 986-3896
Email: Eberhart.ENGELMANN@adot.state.or.us
Web site: <http://www.odot.state.or.us>

U.S. Department of Transportation
Federal Transit Administration
Region 10
Pat Levine
Phone: (206) 220-7954

U.S. Environmental Protection Agency
Regional Pollution Prevention Coordinator
Region 10
Carolyn Gangmark
Phone: (206) 553-4072
Fax: (206) 553-8338
Email: gangmark.carolyn@epamail.epa.gov
Web site: <http://www.epa.gov/region10>

Portland Clean Cities Coordinator
Portland Energy Office
Curt Nichols
Phone: (503) 823-7418
Fax: (503) 823-5370
Email: curt@ci.portland.or.us

Oregon State Energy Office
Oregon Department of Energy
Sylvia Delarosa
Phone: (503) 378-6330
Fax: (503) 373-7806
Email: sylvia.delarosa@state.or.us

Oregon State Energy Office
Oregon Department of Energy
Mark Kendall
Phone: (503) 373-7-809

NW Natural
Doug Dunford
Phone: (503) 721-2476
Fax: (503) 721-2527
Email: dwd@nwnatural.com
Web site: <http://www.nng.com>

Metropolitan Planning Organizations
Rogue Valley Council of Governments
Tyler Deke
Phone: (541) 664-6674, ext. 208
Email: tyler@rv.cog.or.us
Web site: <http://www.rvcog.cog.or.us>

U.S. Department of Transportation
Federal Highway Administration
Region 10
Lisa Hanf
Phone: (503) 326-2061

General Services Administration
Regional Fleet Manager
Region 10
Laura Bradley
Phone: (206) 931-7843

Federal Transit Administration
Michael J. Williams
Phone: (206) 220-7954
Fax: (206) 220-7959
Email: michael.williams@fta.dot.gov

PENNSYLVANIA ALTERNATIVE FUEL VEHICLE INCENTIVES AND LAWS

Pennsylvania is the proud home of the Philadelphia and the Pittsburgh Clean Cities Coalitions.

Overview

Pennsylvania has several incentives for alternative fuel vehicles (AFVs), including tax exemptions and registration fee exemptions for electric vehicles (EVs). The main incentive for all AFVs is the Alternative Fuels Incentive Grants (AFIG) Program, offered by the Pennsylvania Department of Environmental Protection. The AFIG Program currently offers to pay 40% of the cost for converting vehicles to alternative fuels, 40% of the incremental cost for the alternative fuel option on a new factory-equipped vehicle, and 40% of the costs to install refueling equipment.

Several utility companies in Pennsylvania are very active in promoting the use of AFVs. They will work with their customers to offer custom incentives for natural gas vehicles (NGVs) or EVs.

Highlights

The Pennsylvania State Energy Office's Incentive Grants pay a percentage of expenses for:

- Conversion of vehicles to alternative fuels
- Incremental cost to purchase a dedicated AFV
- Costs to install fueling equipment.

State Incentives

The Pennsylvania Department of Environmental Protection, Office of Pollution Prevention and Compliance, has established the AFIG fund (through Act 166 of 1992) to reduce Pennsylvania's dependence on imported oil and improve air quality through the use of alternative fuels. Potential recipients include school districts, municipal authorities, political subdivisions, nonprofit entities, corporations, partnerships, and residents. Alternative fuels under the AFIG Program include natural gas, propane, ethanol, methanol, hydrogen, electricity, and other fuels that qualify under the Energy Policy Act of 1992.

The incentive grants will pay a percentage of expenses for the conversion of vehicles to alternative fuels, incremental cost to purchase a dedicated AFV, and costs to install the necessary fueling equipment. Percentages paid by AFIG are shown in the table below. The remaining amounts of Alternative Fuels Incentive Grants must be paid by the grantee from other sources, all of which must be identified as follows:

<u>Funding Cycle</u>	<u>Application Deadline</u>	<u>Percent Funded</u>
7/1/98 to 6/30/99	10/1/98	40%
7/1/99 to 6/30/00	10/1/99	30%
7/1/00 to 6/30/01	10/1/00	30%
7/1/01 and on	10/1/01	20%

Funds for AFIG come from a portion of the gross receipts' tax paid by some of the Pennsylvania utilities. The estimated amount available in any given funding cycle is \$3–4 million. No more than 10% of the fund may go to any one recipient, and no more than 15% of the fund may go to recipients within the same county.

Contact the Pennsylvania Department of Environmental Protection, Office of Pollution Prevention and Compliance Assistance to request an application at (717) 783-9981. For additional information about the grants program, contact Sandy Rudy, Pennsylvania Department of Environmental Protection - Office of Pollution Prevention and Compliance Assistance, at (717) 772-8912 or email rudy.sandy@dep.state.pa.us.

Utilities/Private Incentives

Sun Co. will work with customers to establish fuel pricing. The Sun Co. has compressed natural gas (CNG) and liquefied petroleum gas refueling stations that are available through card access. For more information, contact Michael Miller at (610) 859-1849, (610) 859-5524-fax, or email michael_miller@sunoil.com.

PENNSYLVANIA ALTERNATIVE FUEL VEHICLE INCENTIVES AND LAWS

Columbia Gas of Pennsylvania, Inc. has several NGV fueling stations in Pennsylvania. For additional information, contact the NGV hotline at (800) 866-4GAS, ext. 54; or contact Mack Godfrey at (412) 572-7124.

Equitable Gas provides incentives and creative financing for NGVs and refueling stations on a case-by-case basis. Equitable Gas also offers customers technical assistance and vehicle conversion training. For additional information, contact Jim Pekor at (412) 395-3106.

Greater Philadelphia Clean Cities Program (GPCCP) is a government/industry partnership incorporated as a 501(c)(3) non-profit organization. The GPCCP serves as a clearinghouse for information about foundation grant incentives and programs, and has an active development campaign underway. The GPCCP welcomes new and innovative proposals designed to secure co-funding for alternative fuels programs from foundation, non-profit, or government sources. For more information, contact Joseph Minott, GPCCP Administrative Director, at (215) 567-4004, ext. 223; email Joseph_Minott@cleanair.org; or contact Michelle Knapik, GPCCP Chairperson, at (215) 686-3957 or email Michelle_Knapik@phila.gov.

Pennsylvania Gas and Water has incentives on a case-by-case basis and a loan program. Contact Frank Rainey at (717) 829-8841 for more information.

Pennsylvania Power & Light Co. offers a \$0.2/kWh credit for electricity used to charge an EV. This rate is experimental and expires December 31, 1998. Credits are based on estimated usage. To receive the credit, customers must show a valid vehicle registration and proof of insurance each year. For more information on how to apply for the credit, contact Ken Quinty at (610) 774-5432.

PECO Energy Co. offers tailored financial incentives for CNG conversions, purchases of OEM vehicles that run on natural gas, or installation of fueling infrastructure. PECO Energy is an active member of the Greater Philadelphia Clean Cities Coalition and the Natural Gas Vehicle Coalition. For more information on PECO NGV programs, contact Jim Pryor at (215) 841-6626 or email jpryor4974@aol.com. PECO offers discounted rates for electricity used to charge an EV. For more information on PECO EV programs, contact John Lucas at (215) 841-6892.

Peoples Gas can arrange for customer NGVs to fuel at company stations. Technical assistance and training are also available. For more information, contact Vince Meinert at (412) 497-5612, (412) 497-6666-fax, or email vincent_j_meinert@png.cng.com.

Philadelphia Gas Works (PGW) offers rebates and incentives on a case-by-case basis and provides energy analysis for customers converting to NGVs. Assistance for grant funding applications is an optional service offered by PGW. For more information on PGW NGV programs, contact James Spadotto at (215) 684-6255 or Joseph O'Neill at (215) 684-6702.

Pittsburgh Region Clean Cities is a non-profit government/industry partnership. It provides access to a network of services designed to promote and encourage the use of alternative fuels in Southwestern Pennsylvania.

Points of Contact

Greater Pennsylvania Clean Cities Program (GPCCP)

Chairperson
Michelle Knapik
Phone: (215) 686-3957
Email: Michelle.Knapik@phila.gov

Pittsburgh Clean Cities Coordinator

SW Pennsylvania Regional Planning Commission
Chuck DiPietro
Phone: (412) 391-5590, ext. 310
Fax: (412) 391-9160
Email: altfuels@pitt.edu
Web site: <http://www.pitt.edu/~altfuels/>

Greater Pennsylvania Clean Cities Program (GPCCP)

GPCCP Administrative Director
Joseph Minot
Phone: (215) 567-4004, ext. 223
Email: Joseph_Minott@cleanair.org

Pennsylvania State Energy Office

Department of Environmental Protection
Office of Pollution Prevention and
Compliance Assistance
Sandy Rudy
Phone: (717) 772-8912
Fax: (717) 783-2703
Email: Rudy.Sandy@exchange.pader.gov
Web site: <http://www.dep.state.pa.us>

PENNSYLVANIA ALTERNATIVE FUEL VEHICLE INCENTIVES AND LAWS

Amerigas (Propane/LPG)

Roberta Frye
Phone: (610) 337-7000, ext. 7881
Fax: (610) 992-3242
Email: robfrye57@aol.com
Web site: <http://www.amerigas.com>

Duquesne Light

Gary Page
Phone: (412) 393-6497
Fax: (412) 393-6367
Email: gary_s_page@dlc.dqe.com
Web site: <http://www.dqe.com>

PG Energy

Frank Rainey
Phone: (717) 829-8841
Fax: (717) 829-8914
Email: Rainey@pg-energy.com
Web site: <http://PNT.com>

PECO Energy Company

Jim Pryor and Paul Dwyer
Phone: (610) 941-1828
Fax: (610) 941-1829
Email: jpryor4974@aol.com
Web site: <http://www.peco.com/>

Peoples Gas

Vincent Meinert
Phone: (412) 497-5612
Fax: (412) 497-6666
Email: vincent_j_meinert@png.cng.com

UGI Gas Service (UGI Utilities, Inc.)

Roy Givler
Phone: (717) 255-4311

Erie County Department of Planning

David Skellie
Phone: (814) 451-6336
Fax: (814) 451-7000
Email: DavidS@Erie.com

Tri-County Regional Planning Commission

Dave Royer
Phone: (717) 234-2639
Fax: (717) 234-4058
Email: hats@tcrpc-pa.org
Web site: <http://www.tcrpc-pa.org>

Lackawanna County Regional Planning Commission

Steven Pitoniak
Phone: (717) 963-6400
Fax: (717) 963-6364

Columbia Gas of Pennsylvania, Inc.

Mack Godfrey
Phone: (412) 572-7124
Fax: (412) 572-7161
Web site: <http://www.columbiaenergygroup.com>

Equitable Gas

James Pekor
Phone: (412) 395-3106

Pennsylvania Power & Light

Ken Quindy
Phone: (610) 774-7620
Web site: <http://www.papl.com>

PECO Energy Company

John Lucas
Phone: (215) 841-6892
Fax: (215) 841-4083
Email: Jlucas@PECO-energy.co
Web site: <http://www.peco.com/>

Sun Company

Michael Miller
Phone: (610) 859-1849
Fax: (610) 859-5524
Email: Michael_Miller@sunoil.com

Cambrai County Planning Commission

Bradford Beigay
Phone: (814) 472-7425
Web site: <http://ctcnet.net/gdsbm/local.htm>

Metropolitan Planning Organization for Blair County (Altoona MSA)

Richard T. Haines, AICP
Phone: (814) 693-3245, ext. 360

Lehigh Valley Transportation Study

Joe Gurinko
Phone: (610) 264-2616
Email: LVPC@early.com
Web site: <http://www.lvpc.org>

Delaware Valley Regional Planning Commission

Ron Roggenburk
Phone: (215) 592-1800
Fax: (215) 592-9125
Email: rroggenburk@DVRpc.org
Web site: <http://www.DVRpc.org>

PENNSYLVANIA ALTERNATIVE FUEL VEHICLE INCENTIVES AND LAWS

Berks County Planning Commission

Alan Piper
Phone: (610) 478-6300
Fax: (610) 478-6316

Pennsylvania State Transportation

Department of Transportation
Larry King
Phone: (717) 787-3154
Fax: (717) 787-5491
Email: LKing@Penndot.state.pa.us
Web site: <http://www.ppt.psu.edu/nFintro.htm>

U.S. Environmental Protection Agency

Regional Pollution Prevention Coordinator
Region 3
Jeff Burke
Phone: (215) 566-2761
Fax: (215) 566-2782
Email: burke.jeff@epamail.epa.gov

U.S. Department of Energy

Philadelphia Regional Support Office
Clean Cities Regional Contact
Patricia Passarella
Phone: (215) 656-6966
Fax: (215) 656-6981
Email: Patricia.Passarella@hq.doe.gov

York County Planning Commission

Felicia Dell
Phone: (717) 771-9870
Fax: (717) 771-9511
Email: ycpc@cyberia.com

U.S. Department of Transportation

Federal Transit Administration
Region 3
John Garrity, Jr.
Phone: (215) 656-7100
Fax: (215) 656-7260
Email: john.t.garrity@fta.dot.gov

U.S. Department of Energy

Philadelphia Regional Support Office
Clean Cities Regional Contact
James Ferguson
Phone: (215) 656-6977
Fax: (215) 656-6981
Email: James.M.Ferguson@hq.doe.gov

U.S. Environmental Protection Agency

Clean Fuel Fleet Program
Region 3
Paul Wentworth
Phone: (215) 814-2183

RHODE ISLAND ALTERNATIVE FUEL VEHICLE INCENTIVES AND LAWS

Rhode Island is the proud home of the Providence Clean Cities Coalition.

Overview

The state of Rhode Island offers several incentives and tax credits for alternative fuel vehicles (AFVs) and their infrastructure. Providence Gas also provides rebates for natural gas vehicle projects on a case-by-case basis.

State Incentives

House Bill 6745A, the Alternative Fueled Vehicles Incentive Act of 1997, provides incentives to utilizers of domestically produced alternative fuels set forth in the federal Energy Policy Act of 1992. Taxpayers will receive a credit equal to fifty percent of the capital, labor, and equipment costs incurred through the construction or improvement of any alternative fuel filling station or recharging station. Taxpayers will also receive a credit equal to 50% of the incremental costs incurred by the purchase of alternative fuel vehicles or the capital, labor, and equipment cost of the conversion of motor vehicles so that they can use alternative fuels.

Rhode Island State Energy Office, beginning in January of 1999, will be loaning money interest free for a 5-year period to state agencies and municipal governments to cover the incremental costs of original equipment manufacturers AFVs. The loan will also cover conversions. For more information, contact Janice McClanaghan at (401) 222-3370, (401) 222-1260-fax, email janicem@gw.doa.state.ri.us, or visit the Web site at <http://www.riseo@state.ri.us>.

Utilities/Private Incentives

Providence Gas provides rebates and incentives for natural gas vehicle projects on a case-by-case basis through its Demand-Side Management Program. For more information, contact Dave Moniz at (401) 272-5040, ext. 2228; (401) 331-1150-fax; or visit the Web site at <http://www.provenenergy.com/provgas.html>.

Laws and Regulations

Senate Bill 1154 (1995) created a 13-member special legislative study commission to investigate alternative fuels.

An Alternative Transportation Fuel Study Committee was established in 1992 to conduct a study of alternative transportation fuels.

Points of Contact

Providence Clean Cities Coordinator

Luke Driver
Phone: (401) 421-2489
Fax: (401) 274-8240
Email: cqj102@uriacc.uri.edu
Or Carol Butler
Phone: (203) 630-1856
Fax: (203) 238-95232

Providence Gas

Dave Moniz
Phone: (401) 272-5040, ext. 2228
Fax: (401) 331-1150
Web site: <http://www.provenenergy.com/provgas.html>

Rhode Island State Energy Office

Janice McClanaghan
Phone: (401) 222-3370
Fax: (401) 222-1260
Email: janicem@gw.doa.state.ri.us
Web site: <http://www.riseo@state.ri.us>

State Division of Planning

John Brownell
Phone: 401 222-6182
Fax: 401 222-6083
Email: Transport@doa.state.ri.us
Web Site: <http://www.state.ri.us/rispc/spchome.htm>

RHODE ISLAND ALTERNATIVE FUEL VEHICLE INCENTIVES AND LAWS

Rhode Island State Transportation

Department of Transportation
Paul Silva
Phone: (401) 222-4203, ext. 4231
Fax: (401) 222-3867
Web site: <http://www.dot.state.ri.us/>

U.S. Department of Transportation

Federal Transit Administration
Region 1
Max Vigil
Phone: (617) 494-2055
Fax: (617) 494-2865
Email: max.vigil@fta.dot.gov

General Service Administration

Regional Fleet Manager
Brian Smith
Phone: (212) 264-3930
Fax: (212) 264-5771
Email: brian.smith@gsa.gov

U.S. Environmental Protection Agency

Regional Pollution Prevention Coordinator
Region 1
Mark Mahoney
Phone: (617) 565-1155

U.S. Department of Energy

Boston Regional Support Office
Clean Cities Regional Contact
Mike Scarpino
Phone: (617) 565-9716
Fax: (617) 565-9723
Email: michael.scarpino@hq.doe.gov

Providence Clean Cities

Coordinator
Carol Butler
Phone: (203) 630-1856
Email: Carol-butler@snet.net

Overview

In South Carolina, Piedmont Natural Gas Co. offers a promotional rate for natural gas used to fuel vehicles. South Carolina Electric and Gas Co. has also installed a compressed natural gas (CNG) refueling station in Columbia, South Carolina.

State Incentives

South Carolina does not offer any incentives for alternative fuel vehicles (AFVs). For more information, contact Patricia Tangney at (803) 737-8030, (803) 737-9846-fax, email ptangney@drd.state.sc.us, or visit the Web site at <http://www.state.sc.us/energy/>.

Utilities/Private Incentives

Piedmont Natural Gas Co. has a promotional rate for natural gas used to fuel vehicles. Other CNG fleets in the area may use the refueling station in Greenville for Piedmont Natural Gas Co.'s fleet use. Contact Greg Johnson at (704) 364-3120, (704) 365-8755-fax, email johnsgr@piedmontng.com, or visit the Web site at <http://www.piedmontng.com>, for more information.

South Carolina Electric & Gas Co. has installed a CNG refilling station in Columbia. For more information, call Mike Coleman at (803) 376-8539, (803) 376-8575-fax, or visit the Web site at <http://www.scana.com>.

Laws and Regulations

Senate Bill 1273 (1992) was enacted to create a committee to conduct a comprehensive study of clean fuels. The committee completed its work in the fall of 1993 and issued a report and recommendations.

Natural gas has been deregulated when sold for transportation purposes.

Points of Contact

South Carolina State Energy Office

Patricia Tangney
Phone: (803) 737-8030
Fax: (803) 737-9846
Email: Ptangney@dRd.state.sc.us
Web site: <http://www.state.sc.us/energy/>

Piedmont Natural Gas Company

Greg Johnson
Phone: (704) 364-3120
Fax: (704) 365-8755
Email: JohnsGR@piedmontng.com
Web site: <http://www.piedmontng.com>

General Services Administration

Regional Fleet Manager
Region 4
Jill Stang
Phone: (404) 331-5150
Fax: (404) 331-1879
Email: jill.stang@gsa.gov

South Carolina State Transportation

Fleet Manager
Bob Blair
Phone: (803) 737-1333
Fax: (803) 737-1337
Email: Blairrc@dot.state.sc.us
Web site: <http://www.dot.state.sc.us>

South Carolina Electric and Gas Company

Mike Coleman
Phone: (803) 376-8539
Fax: (803) 376-8575
Web site: <http://www.scana.com>

U.S. Department of Transportation

Federal Transit Administration
Region 4
Alex McNeil
Phone: (404) 562-350
Fax: (404) 562-3505

SOUTH CAROLINA ALTERNATIVE FUEL VEHICLE INCENTIVES AND LAWS

U.S. Environmental Protection Agency

Bernie Hayes
Regional Pollution Prevention Coordinator
Region 4
Phone: (404) 562-9430
Fax: (404) 562-9066
Email: hayes.bernie@epamail.epa.gov

U.S. Department of Energy

Atlanta Regional Support Office
Clean Cities Regional Contact
Steve Hortin
Phone: (404) 347-0239
Fax: (404) 347-3098
Email: steve.hortin@hq.doe.gov

U.S. Environmental Protection Agency

Regional Pollution Prevention Coordinator
Region 4
Don Ahern
Phone: (404) 562-9028
Fax: (404) 562-9066

U.S. Department of Energy

Atlanta Regional Support Office
Clean Cities Regional Contact
Yolanda Jones
Phone: (404) 347-2386
Fax: (404) 347-3098
Email: yolonda.jones@hq.doe.gov

Overview

The state of South Dakota offers a reduced fuel tax for alternative fuels. A South Dakota utility company also offers incentives for converting to compressed natural gas (CNG) on a case-by-case basis.

State Incentives

The state of South Dakota offers a reduced fuel tax for alternative fuels. For more information, contact Dale Knapp at the Governor's Office of Economic Development at (605) 773-5032.

Utilities/Private Incentives

The National Ethanol Vehicle Coalition (NEVC) is an ad hoc group created by the National Corn Growers Association (NCGA) and the Governor's Ethanol Coalition (GEC) to establish a national program to promote the use of 85% ethanol fuel (E85) as an alternative fuel, enhance agricultural profitability, advance environmental stewardship, and further national energy independence. Through a cooperative effort with the NCGA and its state affiliates, the GEC, state energy offices, and the U.S. Department of Energy—NEVC provides forgivable loans for the installation of public E85 fueling facilities. For more information, contact Phil Lampert at (573) 635-8445, (573) 635-5466-fax, or contact Sandy Hentges at (573) 636-8590, email nevc@sockets.net, or visit the Web site at <http://www.NCGA.com>.

Montana-Dakota Utilities Co. offers incentives for conversions to CNG on a case-by-case basis. Montana-Dakota operates three CNG refueling stations in Montana. For more information, contact Steve Redding at (701) 222-7975.

Points of Contact

South Dakota State Energy Office

Governor's Office of Economic Development
Energy Policy
Ron Wheeler
Phone: (605) 773-3256
Web site: <http://www.state.sd.us/state/executive/oed/oed.html>

South Dakota State Transportation

Dept. of Transportation
Chuck Fergen
Phone: (605) 773-4114
Fax: (605) 773-3921
Email: ChuckF@dot.state.sd.us
Web site: <http://www.state.sd.us>

National Ethanol Vehicle Coalition

Sandy Hentges
Phone: (573) 636-8590
Fax: (573) 635-5466
Email: nevc@sockets.net
Web site: <http://www.NCGA.com>

U.S. Environmental Protection Agency

Regional Pollution Prevention Coordinator
Region 8
Linda Walters
Phone: (303) 312-6385
Fax: (303) 312-6741
Email: walters.linda@epamail.epa.gov

Montana-Dakota Utilities Co.

Steve Redding
Phone: (701) 222-7886
Email: Reddings@mdu.mdures.com
Web site: <http://www.mdu.com>

National Ethanol Vehicle Coalition

Phil Lampert
Phone: (573) 635-8445
Fax: (573) 635-5466
Email: nevc@sockets.net
Web site: <http://www.NCGA.com>

U.S. Department of Energy

Denver Regional Support Office
Clean Cities Regional Contact
Ernie Oakes
Phone: (303) 275-4817
Fax: (303) 275-4830
Email: ernie.oakes@hq.doe.gov

U.S. Department of Transportation

Federal Transit Administration
Region 8
Don Cover
Phone: (303) 844-3242
Fax: (303) 844-4217
Email: don.cover@fta.dot.gov

Overview

United Cities Gas provides rebates for the conversion of vehicles to natural gas, and for the purchase of original equipment manufacturer (OEM) natural gas vehicles (NGVs) on a case-by-case basis.

State Incentives

At the time of publication, Tennessee did not offer any incentives for alternative fuel vehicles. For more information about Tennessee alternative fuel programs, contact Terry Ellis, Department of Economic Development, at (615) 741-6671, (615) 741-5070-fax, or email tellis@mail.state.tn.us.

Utilities/Private Incentives

United Cities Gas provides rebates for conversion of vehicles to natural gas, and for the purchase of OEM NGVs on a case-by-case basis. United Cities Gas offers preliminary feasibility studies for CNG refueling stations and vendor selection. For more information, contact Bob Kerley at (615) 373-0104, ext. 363.

Laws and Regulations

House Joint Resolution 210 (1995) established a legislative working group on alternative fuels.

In 1992, Senate Joint Resolution 364 was passed to urge development of environmentally sensitive domestic alternative fuels.

Senate Bill 1945 (1998) imposes a use tax on CNG used for the propulsion of motor vehicles on Tennessee public highways at a rate of \$0.13/gallon. Governmental agencies are exempt from this tax. A CNG user must apply to and obtain from the commissioner a CNG user's permit.

Points of Contact

Tennessee State Energy Office
Dept. of Economic and Community
Development Energy Division
Terry Ellis
Phone: (615) 741-6671

Metropolitan Planning Organizations
Knoxville Metropolitan Planning Commission
Jeffrey Welch
Phone: (423) 215-2500

Tennessee State Transportation
Dept. of Transportation
Mike Shinn
Phone: (615) 741-2261
Fax: (615) 741-8993
Email: mshinn@mail.state.tn.us
Web site: <http://www.state.tn.us/transport>

United Cities Gas
Bob Kerley
Phone: (615) 373-0104, ext. 363

Metropolitan Planning Organizations
Memphis/Shelby County Office of
Planning and Development
Clark Odor
Phone: (901) 576-6768

U.S. Department of Energy
Atlanta Regional Support Office
Clean Cities Regional Contact
Steve Hortin
Phone: (404) 347-0239
Fax: (404) 347-3098
Email: steve.hortin@hq.doe.gov

TENNESSEE ALTERNATIVE FUEL VEHICLE INCENTIVES AND LAWS

U.S. Department of Energy

Atlanta Regional Support Office
Clean Cities Regional Contact
Yolanda Jones
Phone: (404) 347-2386
Fax: (404) 347-3098
Email: yolonda.jones@hq.doe.gov

U.S. Department of Transportation

Federal Transit Administration
Region 4
Alex McNeil
Phone: (404) 562-350
Fax: (404) 562-3505

U.S. Environmental Protection Agency

Regional Pollution Prevention Coordinator
Region 4
Don Ahern
Phone: (404) 562-9430

U.S. Department of Transportation

Federal Highway Administration
Region 4
Andy Edwards
Phone: (404) 562-3665

General Services Administration

Regional Fleet Manager
Region 4
Jill Stang
Phone: (404) 331-5150
Fax: (404) 331-1879
Email: jill.stang@gsa.gov

U.S. Environmental Protection Agency

Regional Pollution Prevention Coordinator
Region 4
Bernie Hayes
Phone: (404) 562-9430
Fax: (404) 562-9066
Email: hayes.bernie@epamail.epa.gov

TEXAS ALTERNATIVE FUEL VEHICLE INCENTIVES AND LAWS

Texas is the proud home of the Austin, Corpus Christi, Dallas/Fort Worth, Houston, and the Paso del Norte Clean Cities Coalitions.

Overview

Incentives and grants are available on a case-by-case basis from several sources in Texas. Funds are also available on a limited basis through the Congestion Mitigation Air Quality federal grant program.

State Incentives

The Houston-Galveston Area Council (H-GAC) provides assistance to local governments and state agencies that are mandated to convert their fleets to an alternative fuel. H-GAC will pay up to 80% of the incremental cost of purchasing an original equipment manufactured alternative fuel vehicle (AFV) or converting a vehicle to run on an alternative fuel. Recipients must provide the 20% local match. These funds are provided through the Congestion Mitigation Air Quality federal grant program. For more information, contact Wade Thomason at (713) 993-4570.

The Texas Railroad Commission has the authority to regulate the safety of the liquefied natural gas (LNG), compressed natural gas (CNG), and liquefied petroleum gas (LPG) industries. The Texas Railroad Commission funds, through its Alternative Fuels Research and Education Division, LPG research projects on a case-by-case basis. The Texas Railroad Commission has produced a free directory, entitled *Texas Propane Services Directory*, which lists Texas businesses that refuel vehicles with propane. For more information, contact Lulu Flores, Railroad Commission of Texas alternative fuel hotline, at (800) 64-CLEAR, (512) 463-0707-fax, or email floresm@rrc.state.tx.us.

The Texas General Land Office (GLO) will make low-cost, in-kind natural gas available to school districts for use as an alternative vehicle fuel. The Texas GLO has also established an alternative fuels program to aggressively promote the use of alternative energy sources, especially those abundant in Texas. The Texas GLO alternative fuels program serves as a liaison between government and industry, and has been instrumental in the conversion of public and private fleets, as well as opening many refueling stations across the state. For additional information, contact Susan Ghertner at the, Texas GLO, at (512) 463-5285, (512) 475-1404-fax, email Sghertne@wpgate.glo.state.tx.us, visit the Web site at <http://www.glo.state.tx.us>, or call the Alternative Fuels Hotline at (800) 6-FUEL-99 or (800) 638-3599. The Texas State Energy Conservation (TAFC) Office (SECO) makes grants available to encourage the use of alternative fuels, including conversion of state and local government fleets to CNG and propane. SECO currently administers existing projects for the TAFC. For more information about GSC and SECO, contact Frank Higgerson at (512) 463-1931, (512) 475-2569-fax, email frank.higgerson@qsc.state.tx.us, or visit the Web site at <http://www.gsc.state.tx.us/energy/energy>.

Utilities/Private Incentives

Lone Star Gas participates in public/private ventures with governments to build at-cost or reduced-cost conversion facilities or refueling stations. Lone Star has 30 public and private refueling stations for CNG, and is currently building LPG refueling stations. A new LNG 30,000-gallon tank was just installed at the Dallas Area Rapid Transit LNG refueling station. For more information, contact Jim Moore at (214) 573-3267, (214) 573-3631-fax, or email jmoore@tuelectric.com.

Austin Energy offers a \$2,000 rebate per vehicle, up to five vehicles, and \$1,000 per forklift for Southern Union Gas commercial and residential customers with specific codes. Conversions must be done by a center that is certified by the Railroad Commission of Texas. For more information, contact Steve Saenz, Austin Energy, at (512) 499-2120.

Laws and Regulations

Senate Bill (SB) 200 (1995) set forth clean fuel vehicle requirements for certain mass transit, local government, and private fleets in each of the state's non-attainment areas. The effected fleets will be required to ensure that their fleet vehicles are certified to the U.S. Environmental Protection Agency's (EPA) low emission vehicle (LEV) standards in accordance with a schedule. Fleets may use any vehicle/fuel combination that is certified by EPA standards.

TEXAS ALTERNATIVE FUEL VEHICLE INCENTIVES AND LAWS

The first compliance date for transit fleets was September 1, 1996, with the first compliance date for private and local government fleets being September 1, 1998.

Texas' alternative fuel statutes, as amended by SB 200 (1995), and SB 681 (1997), include the following provisions:

- State agencies that operate a fleet of more than 15 vehicles were required to have 30% of their fleet operating on alternative fuels by September 1, 1994, and 50% by 1996; for these fleets, alternative fuels are defined as CNG, LNG, LPG, methanol, ethanol, and electricity.
- Local governments with fleets of more than 15 vehicles and private fleets of more than 25 fleet vehicles in the four non-attainment areas have the following requirements for AFVs:
 - 10% of total fleet by 9/1/1998 or 30% of purchases after September 1, 1999
 - 70% of light-duty purchases after September 1, 2002, and 50% of purchases after September 1, 2000
 - 50% of heavy-duty purchases after September 1, 2002, and 70% of purchases after September 1, 2002.
- The definition of alternative fuels for these fleets includes any fuel combination that satisfies EPA LEV standards and the clean fuel vehicle standards.

Mass transit authorities, regional transit authorities, and local transportation departments must convert 50% of their total fleet, but are now allowed to use any fuel that meets the expanded definition of alternative fuels (i.e., meets EPA LEV standards). Vehicles over 26,000 lb are now exempt.

SB 1, passed by the legislature in 1995, removes the alternative fuel-use requirement on school districts.

Motor fuel taxes for natural gas and LPG vehicles are collected through annual sticker permit fees.

House Bill 1441 (1995) allows the Texas Public Finance Authority to sell bonds of up to \$50 million to finance loans from the TAFC for school districts, local mass transit authorities, and state agencies to convert vehicles to alternative fuels, purchase new AFVs, and install refueling facilities.

Points of Contact

Austin Clean Cities Coordinator

Valerie Phillips
Phone: (512) 442-8015
Fax: (512) 442-7810
Email: Phillips_V@earth.ci.austin.tx.us

Paso del Norte, Texas-Ciudad Juarez, Mexico

Clean Cities Coordinator
Carlton Bennett
Phone: (915) 534-0588

Houston Clean Cities Coordinator

Wade Thompson
Phone: (713) 993-4570
Fax: (713) 993-4508
Email: wthomas@hgac.cog.tx.us
Web site: <http://www.hgac.cog.tx.us>

U.S. Environmental Protection Agency

Clean Fuel Fleet Program Contact
Region 6
Paul Scoggins
Phone: (214) 665-7354
Email: scoggins.paul@epamail.epa.gov

Dallas/Ft. Worth Clean Cities Coordinator

North Central Texas Council of Governments
Nan A. Miller
Phone: (817) 608-2333
Fax: (817) 640-3028
Email: namiller@nctcog.dst.tx.us

Corpus Christi Clean Cities Coordinator

Corpus Christi Clean Cities Coalition
Fred Cand
Phone: (512) 885-6922
Fax: (512) 853-3200

U.S. Postal Service, Southwest Area

Environmental Compliance Coordinator
William D. Hayen
Phone: (214) 819-8673
Email: Whayen@email.usps.gov

City of Austin

Steve Saenz
Phone: (512) 499-2120

TEXAS ALTERNATIVE FUEL VEHICLE INCENTIVES AND LAWS

Railroad Commission of Texas

Lulu Flores
Phone: (512) 463-0707

Texas General Land Office

Alternative Fuels Division
Director
Susan Ghertner
Phone: (512) 463-5285 or (800) 6-FUEL-99
Email: Sghertne@glo.state.tx.us

Entex

Charles Ramsey
Phone: (713) 309-4113

Railroad Commission of Texas

Heather Ball
Marketing and Public Education
Assistant Director
Phone: (512) 463-7359
Email: heather.ball@rrc.state.tx.us

State Energy Conservation Office

Program Administrator
Frank Higgerson
Phone: (512) 463-1931
Fax: (512) 475-2569
Email: frank.higgerson@notes.gsc.state.tx.us
Web site: <http://www.gsc.state.tx.us/energy/energy>

Metropolitan Planning Organizations

Houston Galveston Area Council
Alan Clark
Phone: (713) 627-3200
Fax: (713) 993-4508
Email: aclark@hgac.cog.tx.us
Web site: <http://www.hgac.cog.tx.us>

Texas State Transportation

State Department of Highways
and Public Transportation
Don Lewis
Phone: (512) 416-2085

Railroad Commission of Texas

Alternative Fuels - Research & Education Division
Director
Dan Kelly
Phone: (512) 463-7281
Email: dan.kelly@rrc.state.tx.us

Texas Clean Fuel Fleet Program

Donna Heine
Phone: (512) 231-1245
Email: dheine@tnrcc.state.tx.us

Lone Star Energy Co.

Alternative Fuels Division
Jim Moore
Phone: (214) 573-3267
Fax: (214) 573-3631
Email: jmoore9@tuelectric.com

General Service Commission

Texas State Energy Conservation Office
Tobin K. Harvey, Director
Phone: (512) 463-1931
Fax: (512) 475-2569
Email: tobin.harvey@gsc.state.tx.us
Web site: <http://www.gsc.state.tx.us/energy/energy>

Metropolitan Planning Organizations

North Central Texas Council of Governments
Lynn Hayes
Phone: (817) 695-9240
Fax: (817) 640-3028
Email: lhayes@nctcog.dst.tx.us
Web site: <http://www.nctcog.dst.tx.us>

South East Texas Regional Planning Commission

Transportation and Air Quality Program
Director
Bob Dickenson
Phone: (409) 727-1991

U.S. Department of Energy

Denver Regional Support Office
Dallas Duty Station
Clean Cities Regional Contact
Dan Deaton
Phone: (972) 491-7276
Fax: (972) 491-7292
Email: dan.deaton.@hq.doe.gov

TEXAS ALTERNATIVE FUEL VEHICLE INCENTIVES AND LAWS

U.S. Department of Transportation

Federal Transit Administration

Region 6

Cheryle Tyson

Phone: (817) 860-9663

Email: cheryle.tyson@fta.dot.gov

U.S. Environmental Protection Agency

Eli Martinez

Phone: (214) 665-2119

General Services Administration

Fleet Management Division

Director

Bill Heffner

Phone: (817) 978-2381

Email: bill.heffner@gsa.gov

Utah is the proud home of the Salt Lake City Clean Cities Coalition.

Overview

Utah offers a tax credit and a loan program as incentives for the purchase of alternative fuel vehicles (AFVs). The state provides a 20% tax credit, up to \$500, for each new AFV registered in Utah, and a 20% tax credit, up to \$400 for the cost of conversion equipment for compressed natural gas (CNG), liquefied petroleum gas (LPG), and electric vehicles (EVs). The Office of Energy Services offers a loan program for the purchase of dedicated AFVs, conversion of AFVs, or for the construction of refueling facilities for AFVs. The Office of Energy Services also provides technical assistance and information on AFV conversions.

Highlights

A 50% tax credit is available, up to \$500, for the purchase of a CNG vehicle, LPG vehicle, or EV.

As much as \$400 is available for the conversion of a vehicle to run on CNG, LPG, or electricity.

A \$1,000–\$2,300 per vehicle credit is available for ground transportation fleets from the Salt Lake City Airport Authority.

State Incentives

The state provides a 20% tax credit for each dedicated AFV registered in Utah, and up to \$400 for the cost of conversion equipment, and a \$500 maximum credit for the conversion of an off-road vehicle that is fueled by propane, CNG, electricity, or fueled by another fuel that the Utah Air Quality Board has determined to be at least as effective in reducing air pollution and that meets federal Clean Air Act Amendments requirements. This tax credit applies to the tax years beginning January 1, 1992, and ending December 31, 2001. For additional information, contact Ran Macdonald, Utah Department of Environmental Quality, at (801) 536-4071.

The Utah Office of Energy Services provides low-interest Clean Fuel Loans to businesses and zero-interest loans to public agencies for the incremental costs of AFVs and for refueling equipment. Any business or public agency is eligible to apply for Clean Fuel Loan funds. Not all vehicles in a fleet need to be converted to qualify. A business owner or fleet operator may obtain an application from the Office of Energy Services. The Office of Energy Services reviews the loan application and determines the repayment schedule of the loan. After borrower approval, a standard state contract is executed within 30 days. Once approved, the loan applicant is responsible for having the vehicle converted and paying for the work. An invoice copy and copy of the conversion work performed is sent to the Office of Energy Services for reimbursement. If a clean fuel vehicle is purchased, documentation of the costs is required. The Office of Energy Services will also advise business owners and fleet operators of the following: savings to be realized by using an alternative fuel; qualifying fuels; sources of qualified conversion kits and services; availability of loans for qualifying vehicles; availability of loans up to \$250,000 for the installation of refueling equipment; and a repayment schedule considering the projected savings from conversion to a clean fuel. For more information, contact Joe Waller, Program Manager, at (801) 538-8656 or toll-free in Utah at (800) 662-3633.

Utilities/Private Incentives

The Salt Lake City Airport Authority provides incentives to commercial ground transportation providers who either convert to or purchase clean fuel vehicles. The incentives will be in the form of a credit against ground transportation fees. Incentive credit amounts are \$2,300 for the initial conversion of a vehicle, \$1,000 for subsequent vehicles that use the initial equipment, and \$1,500 for vehicles purchased that were converted at the factory or originally designed for clean fuel use. Contact Cindy Oakes at (801) 575-2928 for additional information.

Questar Gas offers technical assistance to customers wishing to convert to CNG vehicles and will lease conversion and refueling equipment. The company will perform financial analysis and fleet consulting for alternative fuel comparisons. Questar Gas provides 19 public refueling stations throughout Utah and southwest Wyoming. For more information, contact Gordon Larsen at (801) 324-3651, or email gordonl@qstr.com.

Laws and Regulations

House Bill 43 exempts CNG and electricity from franchise taxes imposed by county and municipal governments when the fuel is used to power a motor vehicle. Utah Code 54-2-1 deregulates the distribution of CNG for use as a motor vehicle fuel. Road taxes for natural gas and LPG vehicles are collected through an annual sticker permit fee costing either \$47 or \$91 depending on gross vehicle weight (Utah Code 59-13-304). Current code calls for any increase in the gasoline tax to be equally applied to the special fuels tax.

Utah Code 19-2-105 enables the Utah Air Quality Board to mandate conversion of fleet vehicles to clean-burning fuels, if such mandate is required to meet federal health standards.

Senate Bill 172 (1992) deregulated the sale of natural gas as a motor fuel.

Points of Contact

Salt Lake City Clean Cities Coordinator

Beverly Miller
Phone: (801) 535-7736
Fax: (801) 535-6331
Email: beverly.miller@ci.sl.c.ut.us

Utah Office of Energy Services

Linda Neilson
Phone: (801) 538-8690 or (800) 662-3633
Fax: (801) 538-8660
Email: lnilson@dc.ed.state.ut.us
Web site: <http://www.aste.usu.edu/docs/>

Salt Lake City Airport Authority

Cindy Oakes
Phone: (801) 575-2928

Metropolitan Planning Organizations

Wasatch Front Regional Council
Kip Billings
Phone: (801) 292-4469
Fax: (801) 299-5724
Email: kbillings@email.state.ut.us
Web site: <http://www.wfrc.org>

U.S. Department of Transportation

Federal Transit Administration
Region 8
Don Cover
Phone: (303) 844-3242
Fax: (303) 844-4217
Email: don.cover@fta.dot.gov

U.S. Department of Energy

Denver Regional Support Office
Clean Cities Regional Contact
Ernie Oakes
Phone: (303) 275-4817
Fax: (303) 275-4830
Email: ernie.oakes@hq.doe.gov

Utah Department of Environmental Quality

Division of Air Quality
Ran Macdonald
Phone: (801) 536-4071
Fax: (801) 536-0085
Email: rmcdona@deq.state.ut.us
Web site: <http://www.deq.state.ut.us>

Utah Office of Energy Services

Joe Waller
Phone: (801) 538-8690 or (800) 662-3633
Fax: (801) 538-8660
Email: jwaller@dc.ed.state.ut.us
Web site: <http://www.aste.usu.edu/docs/>

Questar Gas

Gordon Larsen
Phone: (801) 324-3651
Email: Gordonl@qstr.com

Metropolitan Planning Organizations

Dept. of Transportation
Douglas Anderson
Phone: (801) 965-4377
Fax: (801) 965-4796
Email: srcofsol.d.anderso@state.ut.us
Web site: <http://www.dot.state.ut.us/>

U.S. Environmental Protection Agency

Regional Pollution Prevention Coordinator
Region 8
Linda Walters
Phone: (303) 312-6385
Fax: (303) 312-6741
Email: walters.linda@epamail.epa.gov

Overview

Vermont Gas Systems will provide assistance on a case-by-case basis to customers wishing to convert to natural gas vehicles. Private and public sponsors also operate the EVermont project, which has focused on improvement of battery thermal management and cabin heating and cooling in electric vehicles. In addition, Vermont has received funding from the U.S. Department of Energy's Heavy-Duty Alternative Fuel Vehicle (AFV) Program and is testing a compressed natural gas bus in school bus service.

State Incentives

At the time of publication, Vermont did not offer any incentives for AFVs. For more information, contact Tom Frank at (802) 828-4035, (802) 828-2342-fax, email franks@psd.state.vt.us, or visit the Web site at <http://www.state.vt.us/psd>.

Utilities/Private Incentives

Vermont Gas Systems will provide assistance on a case-by-case basis to customers wishing to convert to NGVs. Visit the Web site at <http://www.vermontgas.com>.

Laws and Regulations

In 1993, legislation was enacted calling for state agencies to consider the purchase of AFVs when buying new vehicles.

Points of Contact

Vermont State Energy Office

Public Service Department
Energy Efficiency Division
Tom Frank
Email: Franks@psd.state.vt.us

Vermont State Transportation

Agency of Transportation
Bruce Bender
Phone: (802) 828-3984
Fax: (802) 828-3983
Email: Bbender@aot.state.vt.us
Web site: <http://www.aot.state.vt.us>

State of Vermont Department of Public Service

Energy Efficiency Division
Chris Owen
Phone: (212) 264-3930
Email: Owen@psd.state.vt.us

U.S. Environmental Protection Agency

Regional Pollution Prevention Coordinator
Region 1
Mark Mahoney
Phone: (617) 565-1155

U.S. Department of Energy

Boston Regional Support Office
Clean Cities Regional Contact
Mike Scarpino
Phone: (617) 565-9716
Fax: (617) 565-9723
Email: michael.scarpino@hq.doe.gov

U.S. Department of Transportation

Federal Transit Administration
Region 1
Max Vigil
Phone: (617) 494-2055
Fax: (617) 494-2865
Email: max.vigil@fta.dot.gov

General Services Administration

Brian Smith
Regional Fleet Manager
Phone: (212) 264-3930
Fax: (212) 264-5771
Email: brian.smith@gsa.gov

VIRGINIA ALTERNATIVE FUEL VEHICLE INCENTIVES AND LAWS

Virginia is the proud home of the Hampton Roads Clean Cities Coalition.

Overview

The Commonwealth of Virginia provides a number of incentives for alternative fuel vehicles (AFVs), including no-charge licensing for AFVs and exemption from High Occupancy Vehicle (HOV) lane-use restrictions for AFVs. Virginia has several tax incentives, including a tax credit to 10% of the federal clean fuel tax deduction, a 1.5% sales tax reduction for AFVs, and an AFV fuel tax reduction. In addition, the Virginia Alternative Fuels Revolving Fund provides loans to local governments and state agencies for the conversion of publicly owned motor vehicles to alternative fuels. Several Virginia utility companies support AFV programs and offer incentives on a case-by-case basis.

Highlights

A \$200 - \$5,000 state tax credit is available, based on 10% of the federal tax credit allowed for clean fuel vehicles and certain refueling property.

State Incentives

The Commonwealth of Virginia provides to individuals or corporations a state tax credit against income or gross receipts taxes an amount equal to 10% of the amount allowed as a federal tax deduction for clean fuel vehicles and related refueling property. The tax credit is for purchases of clean fuel vehicles principally garaged in Virginia and certain refueling property placed in service in Virginia.

<u>Weight and Class of Vehicle</u>	<u>Federal Credit/Deduction</u>	<u>Virginia Tax Credit</u>
Truck or van (*gvw of 10,000 - 26,000 lb)	\$5,000	\$500
Truck or van (gvw more than 26,000 lb)	\$50,000	\$5,000
Buses (with seating capacity of 20+ adults)	\$50,000	\$5,000
All other vehicles	\$2,000	\$200
Electric vehicles	up to \$4,000	up to \$400

*gvw = gross vehicle weight

The Virginia Alternative Fuels Revolving Fund provides grants to local governments and state agencies for the conversion of publicly owned motor vehicles from gasoline and diesel fuels to alternative fuels. Contact Tom Finan, Virginia Department of Transportation, at (804) 786-1508, for more information.

Effective January 1, 1996, the titling tax on AFVs was reduced from 3% to 1.5%. If a new vehicle is converted within six months of the titling date, the owner can apply for a refund of one-half of the tax paid.

Motor vehicle license plates are issued free of charge for AFVs, including dual- and bi-fuel vehicles. Owners of clean fuel vehicles may receive special license plates indicating that the vehicles use clean fuels.

AFVs displaying the Virginia "Clean Special Fuels" license plate can use the Virginia HOV lanes on I-95, I-395, and I-66 (outside the Capital Beltway), regardless of the number of occupants, until July 1, 1999.

A 1991 law permits loans from the Literary Fund for constructing and equipping school bus fueling facilities supplying compressed natural gas (CNG) or other alternative fuels.

Utilities/Private Incentives

Commonwealth Gas Services, Inc., offers several services to promote the expansion of natural gas vehicle (NGV) utilization, including fleet conversion analysis and fueling station design, engineering and pre-installation assistance, comprehensive training for operators and technicians, and temporary fueling facilities. The utility also has established public refueling facilities in Petersburg, Portsmouth, Richmond, Quantico, and Lynchburg. For additional information, contact Brett Campeol at (804) 323-5360.

VIRGINIA ALTERNATIVE FUEL VEHICLE INCENTIVES AND LAWS

Virginia Natural Gas will provide technical support and training to a customer beginning a NGV Fleet. Virginia Natural Gas offers fueling station support through one of two rates offered specifically for NGVs. In addition, the utility has four fueling stations available 24 hours with card access to the customer. For more information, contact Mike Eason at (757) 466-5534.

Virginia Power will provide technical support and managerial staff to support a customer beginning an electric vehicle (EV) fleet. Virginia Power offers support for charging infrastructure and rate options for electricity used to charge EVs.

Washington Gas provides a number of incentives to encourage the use of NGVs, including joint efforts with federal, state, and local governments, as well as commercial fleets to build CNG fueling stations. In addition, the utility offers a customer service program, which provides technical expertise and driver and technician training. For additional information, contact Richard Gehr at (703) 750-4446, (703) 750-4441-fax, or visit the Web site at <http://www.washgas.com>.

The National Ethanol Vehicle Coalition (NEVC) is an ad hoc group created by the National Corn Growers Association (NCGA) and the Governors' Ethanol Coalition (GEC) to establish a national program to promote the use of 85% ethanol fuel (E85) as an alternative fuel, enhance agricultural profitability, advance environmental stewardship, and further national energy independence. Through a cooperative effort with the NCGA and its state affiliates, the GEC, state energy offices, and the U.S. Department of Energy—NEVC provides forgivable loans for the installation of public E85 fueling facilities. For more information, contact Phil Lampert at (573) 635-8445, (573) 635-5466-fax, or contact Sandy Hentges at (573) 636-8590, email nevc@sockets.net, or visit the Web site at <http://www.NCGA.com>.

Laws and Regulations

Senate Bill (SB) 1546 (1995) provides for a clean fuel vehicle job creation tax credit. Effective January 1, 1996, through December 31, 2006, the state provides a \$700 tax credit to a corporation for the creation of a full-time job related to the manufacturing of AFVs or AFV components, or for jobs related to converting vehicles to run on alternative fuels.

Effective July 1, 1994, local governments have the option of reducing personal property taxes or waiving license fees for AFVs or both.

House Bill (HB) 1788 (1993) requires a Clean Fuel Fleet Program, pursuant to the Clean Air Act Amendments, for Northern Virginia, Greater Richmond, and Hampton Roads. Beginning in model year 1998, a certain percentage, based on gross vehicle weight, of purchases of new fleet vehicles by the owner of centrally fueled fleet vehicles registered, based, or having a majority of their travel in the affiliated localities, are required to be clean fuel vehicles. By the year 2000, business and government fleets of 10 or more vehicles must have 50% of their heavy-duty trucks and 70% of their new light-duty trucks running on clean fuels. Federally owned fleets in Virginia are subject to the Clean Fuel Fleet Program under SB 883 (1995).

A 1993 law defines clean special fuels as energy sources used to propel a motor vehicle that, when compared to gasoline or reformulated gasoline, result in lower emissions of nitrogen oxides, volatile organic compounds, carbon monoxide or particulate, or any combination thereof. These fuels include CNG, liquefied natural gas, liquefied petroleum gas, hydrogen, hythane (a combination of CNG and hydrogen), and electricity.

HB 556 (1992) exempts products used as motor vehicle fuels from local utility taxes.

Clean special fuels are taxed on the state level at a rate of \$0.10 per gallon equivalent through 1998 as compared to \$0.16 per gallon for gasoline.

An annual tax is imposed in lieu of the special fuels tax on vehicles that fuel at home and do not pay the special fuels tax.

The State Corporation Commission (SCC) may refrain from regulating the retail sale of CNG service by companies other than public service corporations. Wholesale CNG will continue to be regulated by the SCC. Non-utility businesses may operate CNG filling stations without being regulated by the SCC.

HB 682 replaces the list of specific localities to which the Clean Fuel Fleet Program applies with the generic description, based on the federal Clean Air Act, and authorizes the abolition of the entire Clean Fuel Fleet Program, if approved by the U.S. Environmental Protection Agency.

Points of Contact

Hampton Roads Clean Cities Coalition

Acting Coordinator
Edward Ware
Phone: (757) 393-4820
Email: edward_w_ware@vng.cng.com

U.S. Department of Transportation

Federal Transit Administration
Region 3
John Garrity, Jr.
Phone: (215) 656-7100
Fax: (215) 656-7260
Email: john.t.garrity@fta.dot.gov

Columbia Gas of Virginia

Suzie Lloyd
Phone: (804) 323-5444

National Ethanol Vehicle Coalition

Phil Lampert
Phone: (573) 635-8445
Fax: (573) 635-5466
Email: nevco@sockets.net
Web site: <http://www.NCGA.com>

Virginia Natural Gas

Mike Eason
Phone: (757) 455-5342
Fax: (757) 466-5437
Email: william_m_eason@vng.cng.com

Virginia Power

Dick Booth
Phone: (540) 231-3941
Fax: (540) 231-3561
Web site: <http://www.vpt-inc.com/>

Virginia Clean Fuel Fleet Program

David Kinsey
Phone: (804) 698-4432

Metropolitan Washington Regional Clean Cities Program

Metropolitan Council of Governments
Coordinator
George Nichols
Phone: (202) 962-3355

Hampton Roads Clean Cities Coordinator

Environmental Technology Center
Sera Mwinyi
Phone: (757) 393-4820
Fax: (757) 523-2960
Email: jme00z@mail.odu.edu

Virginia State Energy Office

Virginia Dept. of Mines Minerals and Energy
Susan Thomas
Phone: (804) 692-3226
Fax: (804) 692-3238
Email: smt@mme.state.va.us

Shenandoah Gas

Larry Bogacz
Phone: (540) 869-1111, ext. 120
Fax: (540) 869-7565

National Ethanol Vehicle Coalition

Sandy Hentges
Phone: (573) 636-8590
Fax: (573) 635-5466
Email: nevco@sockets.net
Web site: <http://www.NCGA.com>

Washington Gas

Director of NGV Business Dev.
Richard Gehr
Phone: (703) 750-4446
Fax: (703) 750-4446
Web site: <http://www.washgas.com>

Metropolitan Planning Organizations

Richmond Regional Planning District Commission
Daniel Lysy
Phone: (804) 358-3684
Email: RRPDC@Richmond.InFi.Net

Metropolitan Planning Organizations

Hampton Roads Planning District Commission
John Carlock
Phone: (757) 420-8300
Fax: (757) 523-4881
Email: Jcarlock@seva.net
Web site: <http://www.HRPDC.org>

Virginia State Transportation

Alternative Fuels Program
Tom Finan
Phone: (804) 786-1508
Fax: (804) 786-2603
Web site: <http://www.vdot.state.va.us/>

VIRGINIA ALTERNATIVE FUEL VEHICLE INCENTIVES AND LAWS

U.S. Environmental Protection Agency

Clean Fuel Fleet Program Contact
Region 4
Ben Franco
Phone: (494) 562-9039

U.S. Department of Energy

Philadelphia Regional Support Office
Clean Cities Regional Contact
James Ferguson
Phone: (215) 656-6977
Fax: (215) 656-6981
Email: James.M.Ferguson@hq.doe.gov

U.S. Environmental Protection Agency

Regional Pollution Prevention Coordinator
Region 3
Jeff Burke
Phone: (215) 566-2761
Fax: (215) 566-2782
Email: burke.jeff@epamail.epa.gov

Columbia Gas of Virginia

Brett Campeol
Phone: (804) 323-5360,
NGV Hotline: (800) 866-4GAS, ext. 54

Virginia State Transportation

William Colavita
Phone: (804) 367-6886
Fax: (804) 367-8987

U.S. Department of Energy

Philadelphia Regional Support Office
Clean Cities Regional Contact
Patricia Passarella
Phone: (215) 656-6966
Fax: (215) 656-6981
Email: Patricia.Passerella@hq.doe.gov

U.S. Environmental Protection Agency

Clean Fuel Fleet Program Regional Contact
Region 3
Paul Wentworth
Phone: (215) 566-2183

Washington is the proud home of the Puget Sound Clean Cities Coalition.

Overview

Washington offers a fuel tax reduction for propane and natural gas vehicles (NGVs), infrastructure development for compressed natural gas (CNG) vehicles from oil overcharge funds (also known as petroleum violation escrow [PVE] funds), and a state highway tax fuel reduction. Puget Sound Energy offers qualified fleets access to their CNG refueling stations by arrangement. Washington Natural Gas also provides technical support and assistance to help customers convert to NGVs.

State Incentives

The state of Washington currently offers a state highway fuel tax reduction for propane and natural gas vehicles. The Washington State University Energy Program (WSUEP) is actively supporting infrastructure development for CNG vehicles using oil overcharge (PVE) dollars and is a partner in the Puget Sound Clean Cities Coalition. WSUEP offers alternative fuel vehicle (AFV) technical assistance to all interested customers.

For more information on Washington alternative fuel programs, contact Kim Lyons, WSUEP at (360) 956-2083, (360) 956-2217-fax, email lyonsk@energy.wsu.edu, or visit the Web site at <http://www.energy.wsu.edu>.

Utilities/Private Incentives

Puget Sound Energy will allow qualified fleets access to the company's eight CNG refueling stations by arrangement. Washington Natural Gas offers technical support and assistance to customers wishing to convert to NGVs. For more information, contact Chuck Dougherty, Program Manager for AFVs, at (253) 395-7027, (253) 395-7022-fax, or email cdough@puget.com.

Laws and Regulations

House Bill 1028 (1991) requires that a certain percentage of new state vehicles must be low emission vehicles (LEVs), with a preference for dedicated (neat-fuel) vehicles according to the following schedule:

<u>Year</u>	<u>Percentage</u>
1999	65%
1998	60%
2000	70%

NOTE: LEVs are currently defined as vehicles that as equipped have emission level certifications eligible for registration in all 50 states. AFVs are also considered LEVs. The state of Washington is currently assessing its LEV purchase strategy and may institute a change within the next year (1999).

CNG and liquefied petroleum gas (LPG) powered vehicles are required to pay an annual fee, based on gross vehicle weight, instead of motor fuel excise taxes. The fee is \$85 for light-duty vehicles.

Electric, LPG, and CNG vehicles are exempt from emission control inspections.

Grant allowances were established under law with vocational and technical institutes to certify clean fuel mechanics. However, no funds have been appropriated for this grant program.

Points of Contact

Washington State Energy Office

Washington State University Energy Program
Kim Lyons
Phone: (360) 956-2083
Fax: (360) 956-2217
Email: lyonsk@energy.wsu.edu
Web site: <http://www.energy.wsu.edu>

Metropolitan Planning Organizations

Puget Sound Regional Council
King Cushman
Phone: (206) 464-7090
Fax: (206) 587-4825
Email: kcushman@psrc.org
Web site: <http://www.psrc.org>

Metropolitan Planning Organizations

Spokane Transportation Regional Council
Glenn Miles
Phone: (509) 625-6370
Fax: (509) 625-6988
Email: srtc@dmr.net

Federal Transit Administration

Michael J. Williams
Phone: (206) 220-7954
Fax: (206) 220-7959
Email: michael.williams@fta.dot.gov

U.S. Department of Energy

Seattle Regional Support Office
Clean Cities Regional Contact
Roxanne Dempsey
Phone: (206) 553-2155
Fax: (206) 553-2200
Email: roxanne.dempsey@hq.doe.gov

Puget Sound Energy

Chuck Dougherty
Phone: (253) 395-7027
Email: cdough@puget.com

Metropolitan Planning Organizations

Southwest Washington Regional Transportation Council
Dean Lookingbill
Phone: (360) 737-6067
Fax: (360) 696-1847
Email: dean@rtc.wa.gov
Web site: <http://www.wa.gov/rtc>

Washington State Transportation

State Department of Transportation
Dennis Skewis
Phone: (360) 705-7391
Fax: (360) 705-6822
Email: skewis@wsdot.wa.gov
Web site: <http://www.wsdot.wa.gov>

U.S. Environmental Protection Agency

Regional Pollution Prevention Coordinator
Region 10
Carolyn Gangmark
Phone: (206) 553-4072
Fax: (206) 553-8338
Email: gangmark.carolyn@epamail.epa.gov
Web site: <http://www.epa.gov/region10>

Puget Sound Clean Cities Coordinator

Linda Graham
Phone: (206) 684-0935
Fax: (206) 684-0188
Email: linda.graham@ci.seattle.wa.us

WEST VIRGINIA ALTERNATIVE FUEL VEHICLE INCENTIVES AND LAWS

West Virginia is the proud home of the West Virginia Clean Cities Coalition.

Overview

Compressed natural gas (CNG) and liquefied petroleum gas (LPG) powered vehicles are required to pay an annual fee, based on gross vehicle weight (gvw), instead of motor fuel excise taxes. The fee is \$85 for light-duty vehicles. Electric, LPG, and CNG vehicles are exempt from emission control inspections. Grant allowances were established under law with vocational and technical institutes to certify clean fuel mechanics. However, no funds have been appropriated for this grant program.

Highlights

Up to \$3,750–\$50,000 tax credit is available for the purchase or conversion of an alternative fuel vehicle (AFV), as of June 30, 1997.

Up to \$10,000 is available for state and local governments, school boards, and transit authorities to convert fleets to alternative fuels; this requires 50% in local matching funds.

State Incentives

The state of West Virginia will offer a tax credit for the incremental cost of purchasing an original equipment manufacturer (OEM) AFV, or for the cost of converting a vehicle to run on alternative fuels. The tax credit will apply to tax years after June 30, 1997, for either personal or corporate income tax. The maximum credit depends on the type and gvw of the vehicle, as shown below, and cannot exceed the actual incremental or conversion cost. The credit is taken in three equal increments over 3 years and expires June 30, 2007.

<u>gvw/Vehicle Type</u>	<u>State Tax Credit</u>
10,000 lb or less	\$3,750
10,000–26,000 lb	\$9,250
Truck or van more than 26,000 lb	\$50,000
Bus seating 20 or more adults	\$50,000

The West Virginia Development Office Energy Efficiency Program has in place an alternative fuels grant program to assist local governments to convert their fleets to alternate fuels. Each governmental entity may receive up to \$10,000 to convert fleet vehicles to CNG or electricity, install CNG or methanol refueling equipment or an electrical recharging system, or to pay for incremental costs associated with the purchase of AFVs. Grants must show at least a 50% match. The local match must be in cash or donation. Donations must be directly related to the vehicle conversions (i.e., donated fuel tanks, conversion kits, or both).

Grant monies are provided for approved projects on a reimbursement basis only. Eligible applicants are limited to county governments, incorporated municipalities, transit authorities, and school boards. For a copy of the application or for additional program information, contact Judith Dyer or Jeff Herholdt, Energy Efficiency Program, at (304) 558-0350.

West Virginia has received a State Energy Program grant from the U.S. Department of Energy (DOE). The project will put 30 OEM CNG vehicles on the road via a competitive grant program for governmental entities, which are members of the Clean State Program, and provide emissions testing data to DOE.

Utilities/Private Incentives

Hope Gas offers technical assistance for NGV conversions and refueling stations for NGVs. Contact Clayton Huber at (304) 623-8668, or contact Rory Williams at (304) 623-8926 for additional information.

Shenandoah Gas provides a number of incentives to encourage the use of NGVs, including joint efforts with federal, state, and local governments, as well as commercial fleets, to build CNG fueling stations. In addition, the utility offers a customer service

WEST VIRGINIA ALTERNATIVE FUEL VEHICLE INCENTIVES AND LAWS

program, which provides technical expertise and driver and technician training. For additional information, contact Larry Bogacz at (304) 266-3366.

Laws and Regulations

Senate Bill (SB) 363 (1996) established an AFV tax credit and defined alternative fuels as CNG, liquefied natural gas, LPG, blends of 85% or more of methanol and ethanol, other alcohols, alcohol-derived liquids, and electricity.

SB 508 (1993) requires county and municipal governments to convert fleets to alternative fuels: 20% of new purchases must be AFVs in fiscal year 1995, rising to 30% in 1996, 50% in 1997, and 75% in 1998.

SB 509 extends this mandate to state government vehicles.

SB 2 (1991) requires the Public Service Commission to develop alternative fuel technology demonstration programs. The law also deregulated the sale of natural gas as a vehicle fuel.

A 1991 Executive Order established an NGV test program, including fueling stations.

Incentives or subsidies are disallowed by law from being established for the production of alternative fuels.

The Office of Community Development must study the development and further promotion of coal-based liquids used to produce synthetic motor fuels.

House Bill (HB) 2882 (1998) exempts certain sales of less than 500 gallons of fuel to certain governmental agencies by a fuel distributor or producer from the imposition of excise or consumers sale and service tax.

HB 4253 exempts sales of propane gas for off-road use from the imposition of the excise tax on gasoline or special fuel, in keeping with the designation of propane as a clean-burning alternative fuel under the federal Clean Air Act.

Points of Contact

West Virginia Clean State Program Coordinator

Energy Efficiency Program
West Virginia Development Office
Jeff Herholdt
Phone: (304) 558-0350
Fax: (304) 558-0362
Email: JeffH@WVDO.ORG

West Virginia Power

Gas Service
Mark Lokant
Phone: (304) 465-6004

Eastern Marketing Corporation

Frank McCullough
Phone: (304) 926-3100
Email: FrankMcC@citynet.net

Hope Gas

Clayton Huber, P.E., CEM
Phone: (304) 623-8668
Fax: (304) 623-8919
Email: chuber@hgi.cng.com
Web site: <http://www.cng.com>

West Virginia Development Office

Energy Efficiency Program
Judith Dyer
Phone: (304) 558-0350
Email: JudyD@WVDO.ORG

1st Natural Network Natural Gas Transportation Company

Jan Del Bosco
Phone: (304) 926-3109
Fax: (304) 926-8264
Email: jan@eastmarkco.com

Equitable Gas

James Laneza
Phone: (304) 926-3100
Email: JLLaneza@ERI.ERI.com

Hope Gas

Rory Williams
Phone: (304) 623-8926
Fax: (304) 623-8919
Email: rwilliams@hgi.cng.com
Web site: <http://www.cng.com>

WEST VIRGINIA ALTERNATIVE FUEL VEHICLE INCENTIVES AND LAWS

Mountaineer Gas

John (J.R.) Pope
Phone: (304) 348-1682
Fax: (304) 348-1661

U.S. Department of Energy

WV Clean State Program Steering Committee Member
Rita Bajura
Phone: (304) 285-4275

Wood County Board of Education

WV Clean State Program Steering Committee Member
Mike Falck
Phone: (304) 420-9636

O'Green Compressor Corporation (Springfield, Oregon)

WV Clean State Program Steering Committee Member
John S. Green
Phone: (541) 747-4425

Harrison County

WV Clean State Program Steering Committee Member
Jim Harris
Phone: (304) 624-8500

American Electric Power

WV Clean State Program Steering Committee Member
Timothy Mallan
Phone: (304) 348-4763

Federal Bureau of Investigation

WV Clean State Program Steering Committee Member
Harry Johnson
Phone: (304) 625-2000

City of Morgantown

WV Clean State Program Steering Committee Member
Terry Hough
Phone: (304) 284-7405
Email: Morgan@access.mountain.net

Pocahontas Land Corporation

WV Clean State Program Steering Committee Member
Stephen M. Hopta
Phone: (304) 324-2405

Purchasing Division, State Fleet Manager

WV Clean State Program Steering Committee Member
Mike Herron
Phone: (304) 344-9867

Grande Meadows/Diversified Resources

WV Clean State Program Steering Committee Member
Timothy D. Freed
Phone: (304) 592-3888

Town of Star City

WV Clean State Program Steering Committee Member
The Honorable Edity Barill
Phone: (304) 599-3407

Shenandoah Gas

Larry Bogacz
Phone: (304) 266-3366

U.S. Department of Energy

WV Clean State Program Steering Committee Member
Robert Boylan
Phone: (304) 622-5957

General Motors Corporation

WV Clean State Program Steering Committee Member
John Freking
Phone: (724) 228-3146

New River Gorge National River

WV Clean State Program Steering Committee Member
PeteHart
Phone: (304) 465-0508

Jackson's Mill Conference Center

WV Clean State Program Steering Committee Member
David Mann
Phone: (304) 268-5100

West Virginia Oil and Natural Gas Association

WV Clean State Program Steering Committee Member
Ray Joseph
Phone: (304) 625-2000

Lumberport-Shinnston Gas Company

WV Clean State Program Steering Committee Member
Lorna Howard
Phone: (304) 584-4545

Equitrans Inc.

WV Clean State Program Steering Committee Member
Bill Hostutler
(304) 627-2405

Purchasing Division, State Fleet Manager

WV Clean State Program Steering Committee Member
Ken Miller
Phone: (304) 588-2614

Kingmont Properties, LLC

WV Clean State Program Steering Committee Member
Larry Garner
Phone: (304) 296-2131

Department of Education

WV Clean State Program Steering Committee Member
Wayne Clutter
Phone: (304) 558-2711

City of Clarksburg

WV Clean State Program Steering Committee Member
Percey Ashcraft
Phone: (304) 624-1677

WEST VIRGINIA ALTERNATIVE FUEL VEHICLE INCENTIVES AND LAWS

Kanawha Valley

WV Clean State Program Steering Committee Member
Milton C. Back
Phone: (304) 343-3840

Mountaineer Gas

John Jennings
Phone: (304) 347-0552

West Virginia Propane Gas Association

Executive Director
Thomas Osina
Phone: (703) 441-0970

Metropolitan Planning Organizations

KYOVA Interstate Planning Commission
Jim Roueche
Phone: (304) 523-7434
Email: Jroueche@citynet.net

West Virginia State Transportation

Department of Transportation
Paul Wilkinson
Phone: (304) 558-3113

U.S. Department of Energy

Philadelphia Regional Support Office
Clean Cities Regional Contact
Patricia Passarella
Phone: (215) 656-6966
Fax: (215) 656-6981
Email: Patricia.Passarella@hq.doe.gov

U.S. Department of Transportation

Federal Transit Administration
Region 3
John Garrity, Jr.
Phone: (215) 656-7100
Fax: (215) 656-7260
Email: john.t.garrity@fta.dot.gov

U.S. Environmental Protection Agency

Regional Pollution Prevention Coordinator
Region 3
Jeff Burke
Phone: (215) 566-2761
Fax: (215) 566-2782
Email: burke.jeff@epamail.epa.gov

Level Propane

Timothy Sole
Phone: (304) 748-459

West Virginia Natural Gas Vehicle Coalition

President
Frank McCullough
Phone: (304) 926-3100

Metropolitan Planning Organizations

Regional Intergovernmental Council
Mark Felton
Phone: (304) 345-8191

Metropolitan Planning Organizations

Wood-Washington-Wirt Interstate Planning Commission
Randy Durst
Phone: (304) 422-4993 ext. 125

U.S. Department of Energy

Philadelphia Regional Support Office
Clean Cities Regional Contact
James Ferguson
Phone: (215) 656-6977
Fax: (215) 656-6981
Email: James.M.Ferguson@hq.doe.gov

U.S. Department of Transportation

Federal Highway Administration
Region 3
Mario Jorquera
Phone: (410) 962-0077 x3051
Fax: (410) 962-4586
Email: mario.jorquera@fhwa.dot.gov
Web site: <http://www.fhwa.dot.gov/region3/reg3home.html>

General Services Administration

Regional Fleet Manager
Region 3
Wayne Weaver
Phone: (215) 656-3803

Alternative Fuels Vehicle Training Center

West Virginia University
Facility Manager
Bill McGlinchey
Phone: (304) 293-7882
Email: WMCGLINC@WVU.EDU

WEST VIRGINIA ALTERNATIVE FUEL VEHICLE INCENTIVES AND LAWS

National Center for Alternative Fuels Transportation

West Virginia University
Director
Donald W. Lyons
Phone: (304) 293-3111 ext. 360
Email: DLYONS2@WVU.EDU

Town of Glenville

WV Clean State Program Steering Committee Member
Mayor
The Honorable Joe Putnam
Phone: (304) 462-7411

Town of West Milford

WV Clean State Program Steering Committee Member
Honorable Roy D. Smith
Phone: (304) 745-3131

CNG Transmission Corporation

WV Clean State Program Steering Committee Member
Dan Weekly
Phone: (304) 623-8384

U.S. Environmental Protection Agency

WV Clean State Program Steering Committee Member
Paul Wentworth
Phone: (304) 814-2183

Fayette County Commission

WV Clean State Program Steering Committee Member
Honorable John L. Witt
Phone: (304) 465-6003

Al Xandder Company, Inc.

WV Clean State Program Steering Committee Member
John Xander
Phone: (304) 665-8268

Columbia Gas Transmission Corporation

WV Clean State Program Steering Committee Member
Kathleen O'Leary
Phone: (304) 357-2257
Email: Koleary@columbiaenergy.email.com

Berkeley County Commission

WV Clean State Program Steering Committee Member
Honorable James C. Smith
Phone: (304) 264-1923

Automotive Research Technologies

WV Clean State Program Steering Committee Member
Jody L. Stirewalt
Phone: (304) 291-2925

City of Bridgeport

WV Clean State Program Steering Committee Member
Harold Weiler
Phone: (304) 842-8234

U.S. House of Representatives

WV Clean State Program Steering Committee Member
Honorable Bob Wise, Jr.
Phone: (304) 225-2711

West Virginia Power - Gas Service

WV Clean State Program Steering Committee Member
Teresa Workman
Phone: (304) 465-6003

U.S. General Services Administration

WV Clean State Program Steering Committee Member
Remy Morrison
Phone: (304) 529-5584

WISCONSIN ALTERNATIVE FUEL VEHICLE INCENTIVES AND LAWS

Wisconsin is the proud home of the Wisconsin Southeast Area Clean Cities Coalition.

Overview

Wisconsin municipalities are eligible to apply for competitive cost sharing grants for the added costs of alternative fuel vehicles (AFVs). The maximum grant is \$4,500 per auto and \$15,000 for trucks, vans, or buses. Each municipality is limited to a total of \$50,000. Several utilities in Wisconsin are active in promoting natural gas vehicles (NGVs), including cash rebate offers from Wisconsin Gas and Wisconsin Electric for the purchase or conversion of NGVs.

Highlights

A \$500 rebate from Wisconsin Gas is available for the conversion to a natural gas bi-fuel vehicle; the rebate for the purchase of a dedicated NGV is \$1,000.

A \$500 rebate from Wisconsin Electric is available for conversions or purchase of an original equipment manufacturer (OEM) NGV.

Municipalities may apply for grants of up to \$2,500 to \$10,000 per vehicle for AFV purchases or vehicle conversions. The grants are offered through a University of Wisconsin at Madison (UWM) Center for Alternative Fuels Congestion Mitigation Air Quality (CMAQ) Alternative Fuels Grant Program.

State Incentives

Through public-private partnerships, the state promotes alternative fuel infrastructure and use.

The UWM Center for Alternative Fuels offers a CMAQ Alternative Fuels Grant Program. Wisconsin municipalities in an 11 county ozone non-attainment area are eligible for the grant program. The counties include: Milwaukee, Waukesha, Racine, Kenosha, Walworth, Washington, Ozaukee, Sheboygan, Manitowoc, Kewaunee, and Door. The research program is similar to that under the Local Government Grant Program. Although under the CMAQ grant, municipalities will not be required to pay an emission test fee. For further information regarding either program, contact Kim Kujoth, UWM Center for Alternative Fuels, at (414) 229-3881, or contact Jennifer Nelson, Alternative Fuels Task Force, at (608) 267-2715.

Utilities/Private Incentives

Wisconsin Gas customers are eligible for rebates for the conversion of a vehicle to run on natural gas or the purchase of a factory-equipped NGV. The rebate for conversion to a bi-fuel vehicle is \$500, and the rebate for the purchase of a dedicated NGV is \$1,000. Customer rebates are available for medium- and heavy-duty and off-road applications. Wisconsin Gas provides financing and leasing options for vehicles or refueling infrastructure. For customers considering converting one or two vehicles to test NGVs, Wisconsin Gas will load a FuelMaker refueling appliance for up to 2 years. Wisconsin Gas operates two public compressed natural gas (CNG) refueling stations. Contact Jim Kowski at (414) 273-1763 for additional information.

Wisconsin Electric offers an incentive for conversions or purchase of an OEM NGV. The conversion or OEM vehicle must be certified by the Environmental Protection Agency as a low emission vehicle or better. Wisconsin Electric will work with fleet owners to customize a rebate to meet their specific needs and will offer financial assistance for refueling stations on a case-by-case basis. For additional information, contact Gary Evans at (414) 221-3553 or email gary.evans@wisenergy.com, or contact Bob Reagan at (414) 221-2284 or email ec0154@webcode.com.

Wisconsin Electric offers a \$500 per vehicle rebate for conversions or purchase of an OEM NGV. Customer rebates for larger vehicles are based on \$0.50/therm times the annual fuel usage. Wisconsin Electric will work with fleet owners to customize a rebate to meet their specific needs and will offer financial assistance for refueling stations on a case-by-case basis. To assist customers willing to convert one or two vehicles to test NGVs, Wisconsin Electric offers the free use of a FuelMaker fueling station for up to 1 year. Wisconsin Electric also offers technical assistance to anyone wishing to explore the NGV option. For additional information, contact Bob Reagan at (414) 221-2284, (414) 221-3853-fax, email ec0154@webcode.com, or contact Gary Evans at (414) 221-3553, email gary.evans@wisenergy.com, or visit the Web site at <http://www.wisenergy.com>.

WISCONSIN ALTERNATIVE FUEL VEHICLE INCENTIVES AND LAWS

Public Service Corporation provides information about the advantages of NGVs and will assist customers in obtaining equipment, conversions, and government funding. For more information, contact Jeff Dlune at (920) 433-1722.

The National Ethanol Vehicle Coalition (NEVC) is an ad hoc group created by the National Corn Growers Association (NCGA) and the Governors Ethanol Coalition (GEC) to establish a national program to promote the use of 85% ethanol fuel (E85) as an alternative fuel, enhance agricultural profitability, advance environmental stewardship, and further national energy independence. Through a cooperative effort with the NCGA and its state affiliates, the GEC, state energy offices, and the U.S. Department of Energy—NEVC provides forgivable loans for the installation of public E85 fueling facilities. For more information, contact Phil Lampert at (573) 635-8445, (573) 635-5466-fax, or contact Sandy Hentges at (573) 636-8590, email nevc@sockets.net, or visit the Web site at <http://www.NCGA.com>.

Laws and Regulations

The Alternative Fuels Task Force was established by the Governor in 1990 to evaluate alternative fuels and develop state policy on the use of alternative fuels.

The Governor has established the “2,000 by 2000” plan to purchase 2,000 AFVs for state use by the year 2000, exceeding the Energy Policy Act of 1992 requirements.

Act 351 (1993) calls for state employees to use ethanol or alternative fuels for all vehicles leased or owned by the state.

The Clean Fuel Fleet Program, administered by the state of Wisconsin Department of Natural Resources, affects the six-county severe ozone non-attainment area (Milwaukee, Waukesha, Ozaukee, Washington, Racine, and Kenosha). The Clean Fuel Fleet Program includes emission standards, a process for fleet registration and labeling, exemption of Clean Fuel Fleet vehicles from time-based transportation control measures, and a marketable vehicle credit trading program. The Clean Fuel Fleet Program applies to both public and private fleets based on fleet size and characteristics.

A law enacted in 1984 deregulated the use of natural gas as a motor vehicle fuel.

The state has initiated public-private partnerships to stimulate ethanol, CNG, propane, methanol, and biodiesel fuels infrastructure and use.

Senate Bill 399 changes the filing date for the department of administration’s report to the legislature concerning distribution and usage of gasoline and alternative fuels from January 1 and July 1 of each year to April 30 of each year.

Points of Contact

Southeast Wisconsin Clean Cities

President
John McCoy
Phone: (414) 797-9907
Email: bcmh@execpc.com

U.S. Environmental Protection Agency

Clean Fuel Fleet Program Contact
Region 5
Mark Palermo
Phone: (608) 886-6082

State of Wisconsin Department of Administration

Jolene Anderson
Phone: (608) 266-7375

UW-Milwaukee Center for Alternative Fuels

Kim Kujoth
Phone: (414) 229-3881

Wisconsin Clean Fuel Fleet Program

Mohammed Islam
Phone: (608) 264-9219

Madison Gas and Electric

John Coleman
Phone: (608) 252-7148
Fax: (608) 252-4734
Email: jcoleman@mge.com
Web site: <http://www.mge.com>

Public Service Corporation

Jeff Dlune
Phone: (920) 433-1722

Wisconsin Gas

Jim Jan Kowski
Phone: (414) 273-1763

WISCONSIN ALTERNATIVE FUEL VEHICLE INCENTIVES AND LAWS

Wisconsin Electric

Bob Reagan
Phone: (414) 221-2284
Email: ec0154@webcode.com

Metropolitan Planning Organizations

Southeastern Wisconsin Regional
Planning Commission
Robert Biebel
Phone: (414) 547-6721

Metropolitan Planning Organizations

East Central Wisconsin Regional
Planning Commission
Kenneth Theine
Phone: (414) 751-4770

Wisconsin State Energy Office

Don Wiched
Phone: (608) 266-7312
Fax: (608) 267-6931
Email: wiched@mail.state.wi.us

National Ethanol Vehicle Coalition

Sandy Hentges
Phone: (573) 636-8590
Fax: (573) 635-5466
Email: nevc@sockets.net
Web site: <http://www.NCGA.com>

U.S. Department of Transportation

Federal Highway Administration
Region 5
Sam Herrera-Diaz
Phone: (708) 283-3536
Fax: (708) 283-3501
Email: samuel.herrera-diaz@fhwa.dot.gov

U.S. Environmental Protection Agency

Regional Pollution Prevention Coordinator
Region 5
Phil Kaplan
Phone: (312) 353-4669
Fax: (312) 353-4788
Email: kaplan.phil@epamail.epa.gov

Wisconsin Electric

Gary Evans
Phone: (414) 221-3553
Fax: (414) 221-3853
Email: gary.evans@wisenergy.com
Web site: <http://www.wisenergy.com>

Metropolitan Planning Organizations

Green Bay-Brown County
Planning Commission
Chris Knight
Phone: (414) 448-3400

Wisconsin State Transportation

Dept. of Transportation
James McDonnell
Phone: (608) 266-7575

National Ethanol Vehicle Coalition

Phil Lampert
Phone: (573) 635-8445
Fax: (573) 635-5466
Email: nevc@sockets.net
Web site: <http://www.NCGA.com>

U.S. Department of Energy

Chicago Regional Support Office
Clean Cities Regional Contact
Melinda Latimer
Phone: (312) 886-8582
Fax: (312) 886-8561
Email: melinda.latimer@hq.doe.gov

U.S. Department of Transportation

Federal Transit Administration
Region 5
Doug Gerleman
Phone: (312) 353-2789
Fax: (312) 886-0351
Email: douglas.gerleman@fta.dot.gov

Overview

Montana-Dakota Utilities Co. provides incentives for the conversion to compressed natural gas (CNG) on a case-by-case basis.

State Incentives

Wyoming does not have any incentives for alternative fuel vehicles; however, the state does have a demonstration project using \$225,000 in oil overcharge funds (also known as petroleum violation escrow funds) to convert vehicles at municipalities and state fleets to alternative fuels. The State Energy Office is funding a demonstration project involving conversion of four state motor vehicle maintenance service vehicles to CNG. For additional information, contact Dale Hoffman, Division of Economic and Community Development, at (307) 777-7716.

Utilities/Private Incentives

Montana-Dakota Utilities Co. offers incentives for conversions to CNG on a case-by-case basis. Montana-Dakota Utilities Co. operates a CNG refueling station in Wyoming. Contact Steve Redding at (701) 222-7975 for additional information.

Cheyenne Light Fuel and Power will loan natural gas vehicles (NGVs) on a trial basis to customers for one or two weeks, with no charge for fuel. Cheyenne Light Fuel and Power operates one NGV refueling station that is open to the public with 24-hour card access. Cheyenne Light Fuel and Power leases home-refueling equipment and conversion equipment. For more information, contact Don Bainter at (307) 778-2133 or (307) 778-2106-fax.

Questar Gas offers technical assistance to customers wishing to convert to CNG vehicles and will lease conversion and compression equipment. The company will perform financial analysis and fleet consulting for alternative fuel comparisons. Mountain Fuel provides three public refueling stations in Wyoming. For more information, contact Gordon Larsen at (801) 324-3651 or email gordonl@qstr.com.

Laws and Regulations

The State Energy Section is coordinating projects in Cheyenne, Casper, Laramie, Rock Springs, and Sheridan counties into a statewide plan to demonstrate the feasibility of CNG-powered fleet vehicles in the state.

The state requires that its fleet vehicles be fueled with 10% ethanol blends (E10) whenever practicable.

Effective July 1, 1989, the state enacted legislation reestablishing a \$0.04/gallon tax incentive for E10. The exemption is valid until July 1, 2000.

House Bill 131 authorized the Wyoming Department of Transportation to issue credit vouchers to ethanol producers for ethanol produced in Wyoming. The vouchers are for redemption by gasoline wholesalers with a tax liability for the sale of E10 or gasoline.

Points of Contact

Wyoming State Energy Office
Department of Commerce Division of Economic and
Community Development
Dale Hoffman
Phone: (307) 777-7716
Fax: (307) 777-5840
Email: dhoffm@missc.state.wy.us
Web site:
<http://www.Commerce.state.wy.us/decd/weco-fs.htm>

Cheyenne Light Fuel and Power
Don Bainter
Phone: (307) 778-2133
Fax: (307) 778-2106

WYOMING ALTERNATIVE FUEL VEHICLE INCENTIVES AND LAWS

Questar Gas

Gordon Larsen
Phone: (801) 324-3651
Email: Gordonl@qstr.com

U.S. Department of Transportation

Federal Transit Administration
Region 8
Don Cover
Phone: (303) 844-3242
Fax: (303) 844-4217
Email: don.cover@fta.dot.gov

U.S. Environmental Protection Agency

Regional Pollution Prevention Coordinator
Region 8
Linda Walters
Phone: (303) 312-6385
Fax: (303) 312-6741
Email: walters.linda@epamail.epa.gov

Wyoming State Transportation

Dept. of Transportation
Sleeter Dover
Phone: (307) 777-4484
Fax: (307) 777-4163
Email: sdover@missc.state.wy.us
Web site: <http://wydotweb.state.wy.us>

U.S. Department of Energy

Denver Regional Support Office
Clean Cities Regional Contact
Ernie Oakes
Phone: (303) 275-4817
Fax: (303) 275-4830
Email: ernie.oakes@hq.doe.gov

The information in this guide is current as of September 15, 1998. However, programs and laws change constantly, and this information will need to be updated frequently. The most current information can be obtained through the Alternative Fuel Vehicle Fleet Buyer's Web site at <http://www.fleets.doe.gov>. If your organization is not listed, or if the information on your organization's programs has changed, please email the information to afv_inlaws@nrel.gov or contact Johanna Woelfel, National Conference of State Legislatures, at (303) 830-2200 or (303) 863-8003-fax so corrections can be made in the database.

Overview

The main federal incentives for the purchase or conversion of individual alternative fuel vehicles (AFVs) are the federal income tax deductions of \$2,000–\$50,000 for clean fuel vehicles, and the income tax credit of up to \$4,000 for electric vehicles (EVs). An income tax deduction is also available for the installation of refueling or recharging facilities for AFVs.

Except for the federal tax credits and deductions, most of the federal incentives are programmatic grants oriented toward large investments such as infrastructure and larger purchases. The lead federal agencies for AFV programs are the U.S. Department of Treasury (i.e., IRS), the U.S. Department of Energy (DOE), the U.S. Department of Transportation (DOT), and the U.S. Environmental Protection Agency (EPA).

* * * * *

The information listed below is organized according to the federal agency responsible for enactment or enforcement. Please contact the person(s) listed or your state's representative of that agency for more information.

Highlights

A \$2,000–\$50,000 federal income tax deduction is available for the purchase or conversion of qualified clean fuel vehicles.

Up to \$4,000 federal tax credit is available for 10% of the purchase price of an EV.

U.S. Internal Revenue Service (IRS) U.S. Department of Treasury, 1111 Constitution Avenue, NW, Room 5214, CC:PSI:8, Washington, DC 20224.

Federal Tax Deduction This is a deduction for clean fuel vehicles and certain refueling properties. A tax deduction for the purchase of a new original equipment manufacturer (OEM) qualified clean fuel vehicle, or for the conversion of a vehicle to use a clean-burning fuel, is provided under the Energy Policy Act of 1992 (EPA), Public Law-102-486, Title XIX-Revenue Provisions, Sec. 179A. The amount of the tax deductions for qualified clean fuel vehicles is based on the gross vehicle weight (gvw) and types of vehicles as follows:

- Truck or van, gvw of 10,000–26,000 lb = \$5,000
- Truck or van, gvw more than 26,000 lb = \$50,000
- Buses, with seating capacity of 20+ adults = \$50,000
- All other vehicles, off-road vehicles excluded = \$2,000.

The tax deduction for clean fuel vehicles is available for business or personal vehicles, except EVs eligible for the federal EV tax credit. The deduction is not amortized and must be taken in the year the vehicle is acquired. A tax deduction of up to \$100,000 per location is available for qualified clean fuel refueling property or recharging property for EVs. The equipment must be used in a trade or business.

Electric Vehicle Tax Credit A tax credit for the purchase of qualified EVs and hybrid electric vehicles (HEVs) is provided under EPA Public Law-102-486, Title XIX-Revenue Provisions, Sec. 30, Credit for Qualified Electric Vehicles. The size of the credit is 10% of the cost of the vehicle, up to a maximum credit of \$4,000. Beginning in 2001, the size of the credit is reduced by 25% per year until the credit is fully phased out. To qualify for the credit, the vehicle must be powered primarily by an electric motor drawing current from batteries or other portable sources of electric current. All dedicated, plug-in only EVs qualify for the tax credit. All series and some parallel HEVs meet these qualifications. The tax credit for EVs is available for business or personal vehicles.

The dollar amount for the Clean Fuel Vehicle tax deductions and credits will be reduced after the year 2001 according to the following schedule: 2002–25% reduction, 2003–50% reduction, and 2004–75% reduction. These deductions and credits are available between December 20, 1993, and December 31, 2004. For more information, contact Winston

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Douglas, Alternative Fuels Tax Provisions, at (202) 622-3110; or Frank Boland, Alcohol Fuel Tax Information, at (202) 622-3130; or call the toll-free order desk at (800) 829-3676, and ask for publication #535, *Business Expenses*.

U.S. Department of Energy (DOE) 1000 Independence Avenue, SW, Washington, DC 20585. General telephone number: (202) 586-5000.

Energy Policy Act of 1992 (EPAct) Congress passed EPAct, or Public Law 102-486, on October 24, 1992, to accelerate the use of alternative fuels in the transportation sector. With EPAct in place, DOE's primary goals are to decrease the nation's dependence on foreign oil and increase energy security through the use of domestically produced alternative fuels. DOE's overall mission is to replace 10% of petroleum-based motor fuels by the year 2000 and 30% by the year 2010. EPAct mandates federal, state, and alternative fuel provider fleets to purchase AFVs.

Federal fleets must follow guidelines established in Executive Order 12844 (April 21, 1993) and subsequently reinforced by Executive Order 13031 (December 13, 1996). An AFV guide for federal fleets is located at <http://www.whitehouse.gov/WH/EOP/OMB/html/mheda/afvguide.html>. State and fuel provider fleets must meet the requirements outlined in the Alternative Fuel Transportation Program, Final Rule [10 CFR Part 490], located at the Web site: <http://www.afdc.doe.gov/ottdocs/fprovrule.pdf>.

Clean Cities Program DOE's Clean Cities Program coordinates voluntary efforts between locally based government and industry to accelerate the use of alternative fuels and expand AFV refueling infrastructure. For more information, please see the Clean Cities Section of this guide on pages 1-13.

Federal Incentives EPAct establishes an incentive program for the purchase of AFVs and conversion of conventional gasoline vehicles to alternative fuels. Through federal tax incentives, companies and private individuals can offset a portion of the incremental costs associated with the purchase or conversion of an AFV.

State and Alternative Fuel Provider Fleets AFV Credits Program Congress created the credits program to encourage fleets or covered fleet operators to use AFVs early and aggressively. Credits are allocated to state fleet operators and covered Alternative Fuel Provider fleet operators when AFVs are acquired over and above the amount required, or earlier than expected. Since credits can be traded and sold, fleets have the flexibility to acquire AFVs on the most cost-effective schedule without impeding the achievement of EPAct national oil displacement goals. Please see the AFV Acquisition and Credits Web site for more information on the credits program at www.ott.doe.gov/credits, or call the National Alternative Fuels Hotline at (800) 423-1DOE or (800) 423-1363.

ANOPR DOE published an advance notice of proposed rulemaking (ANOPR) for AFV acquisition requirements for private and local government fleets on Friday, April 17, 1998. Programs potentially created by the ANOPR would help ensure that DOE meets its energy replacement goals. Public feedback will be incorporated into the rulemaking, which must be finalized by January 1, 2000. A copy of the ANOPR is available on the *Federal Register* Web site at http://www.access.gpo.gov/su_docs/aces/aces140.html or directly from the Web site at <http://www.ott.doe.gov/pdfs/anopr.pdf>.

State Energy Program States will promote the conservation of energy, reduce the rate of growth of energy demand, and reduce dependence on imported oil through the development and implementation of a comprehensive State Energy Program. The State Energy Program is the result of the consolidation of two formula grant programs—the State Energy Conservation Program and the Institutional Conservation Program. The State Energy Program includes provisions for competitively awarded financial assistance for a number of state-oriented special project activities, including alternative fuels. See your individual state and local incentives for more information. In addition to funding for special project activities, states may choose to allocate base formula funds to program activities to increase transportation efficiency, including programs to accelerate the use of alternative transportation fuels for government vehicles, fleet vehicles, taxis, mass transit, and privately owned vehicles. For more information, contact your State Energy Office or the DOE Regional Office for your region, listed under the Points of Contact section for your state, or contact Ron Santoro at DOE Headquarters at (202) 586-8296.

DOE/Urban Consortium Funds DOE's Municipal Energy Management Program has funded about 300 projects that demonstrate innovative energy technologies and management tools in cities and counties through the Urban Consortium Energy Task Force (UCETF). Each year the task force requests proposals from urban jurisdictions including cities, counties, and recognized tribal governments. After a review process, UCETF funds those projects that best define and demonstrate innovative and realistic technologies, strategies, and methods that can facilitate urban America's efforts to become more energy efficient and environmentally responsible. In the past, many AFV projects have received funding from UCETF. For more information or a copy of the request for proposals (RFPs), call Sharron Brown or Ama Frimpong, the Urban Consortium, (202) 626-2400, or Eric Thomas, DOE Program Manager at Municipal Energy

FEDERAL ALTERNATIVE FUEL VEHICLE INCENTIVES AND LAWS

Management, (202) 586-2242, (202)-586-1233-fax, or email eric.thomas@hq.doe.gov. The RFPs will be available in January 1999, from the Web site at <http://pti.nw.dc.us>.

Petroleum Violation Escrow (PVE) Account Oil overcharge funds, also known as petroleum violation escrow (PVE) funds, became available as a result of oil company violations of the federal oil pricing controls that were in place from 1973-1981. Several companies paid fines or funds settlements that have been made available to the states for use in energy efficiency programs. These funds may be used in one or more of three federal energy-related grant programs: the State Energy Program and the Weatherization Assistance Program (administered by DOE), and the Low-Income Home Energy Assistance Program, which is administered by the Department of Health and Human Services. A portion of the funds may also be used for a broader range of energy-related programs, at the discretion of the state and with DOE review. To date, more than \$4 billion in oil overcharge (PVE) funds has been made available to the states. Please contact Faith Lambert, U.S. Department of Energy, Office of State and Community Programs, at 202-586-2319, or your State Energy Office for more information (listed under your state's Points of Contact section of this guide).

U.S. Department of Transportation (DOT) Federal Highway Administration (FHWA) and Federal Transit Administration (FTA), 400 7th Street, SW, Washington, DC 20590. General telephone number: (202) 366-4000.

Congestion Mitigation and Air Quality (CMAQ) Improvement Program The CMAQ program was reauthorized in the recently enacted Transportation Equity Act for the 21st Century (TEA-21). The primary purpose of the CMAQ program remains the same: to fund projects and programs in non-attainment and maintenance areas that reduce transportation-related emissions. However, TEA-21 made some changes to the CMAQ program, which are included in interim guidance that was published in the *Federal Register* on October 26, 1998. This information can be obtained from the *Federal Register Online* at the Government Printing Office Web site: <http://www.access.gpo.gov>.

The interim guidance provides (1) informational items on issues related to the re-authorized CMQ program, (2) new provisions regarding eligible geographic areas under TEA-21, and (3) guidance related to projects now eligible for CMAQ funds. With the exception of the issues discussed in the interim guidance, all provisions of the CMAQ policy guidance issued on March 7, 1996 (61 FR 50890, September 27, 1996) continue to apply.

DOT is expected to issue final CMAQ guidance in December 1998. For further information, contact Michael J. Savonis, Office of Environment and Planning, FHWA, at (202) 366-2080; Abbe Marner, Office of Planning, FHWA, at (202) 366-4317; S. Reid Alsop for legal issues, at (202) 366-1371; or contact your state or local FHWA representative.

Section 3 Discretionary and Formula Capital Program This program provides funding for the establishment of new rail projects, improvement and maintenance of existing rail projects, and the rehabilitation of bus systems. Funding is not specifically designated for AFVs, but the funds provided by this program may be used to purchase alternative fuel buses. For most projects funded through Section 3, FHWA will pay 80% of the total project costs. For more information, contact the regional FHWA office for your state, which is listed in your state's Points of Contact section of this guide.

U.S. Environmental Protection Agency (EPA) 401 M Street, SW, Washington, DC 20460. General telephone number: (202) 260-2090.

Clean Air Act Amendments of 1990 The *Clean Air Act* (CAA) was passed in 1970 to improve air quality nationwide. Congress amended the law in 1990, passing the *Clean Air Act Amendments of 1990* (CAAA) and thus creating several initiatives to reinforce one of the original goals of the CAA to reduce mobile source pollutants. CAAA sets emissions standards for stationary and mobile sources. The CAAA establishes targets, standards, and procedures for reducing human and environmental exposure to a range of pollutants generated by industry and transportation.

The Clean Fuel Fleet Program (CFFP) is an initiative implemented by the EPA in response to the CAAA. The CFFP requires fleets in cities with significant air quality problems to incorporate vehicles that will meet clean fuel emissions standards. For more information on requirements, covered fleets, and affected areas, please call your state EPA contact listed in the individual state Point of Contact section of this guide, or visit one of the following EPA Web sites: <http://www.epa.gov/OMSWWW> or <http://www.epa.gov/oms/eff.htm>.

National Low Emission Vehicle (NLEV) Program The NLEV program, effective March 2, 1998, is a voluntary program between the EPA, nine of the Ozone Transport Commission (OTC) states, and the automobile manufacturers. The program is designed to reduce unhealthy levels of smog and other toxic air pollutants formed from vehicle tailpipe emissions. Automobile manufacturers will provide cars and light-duty trucks that are cleaner burning than currently required by law. For model year 1999, vehicles will be available in Connecticut, Delaware, Maryland, New Hampshire, New Jersey, Pennsylvania, Rhode Island, Virginia, and the District of Columbia, then, elsewhere across the country by 2001.

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Documents relating to this program are available on the Web site at <http://www.epa.gov/OMSWWW/lev-nlev.htm>. For more information on the NLEV program, please contact Karl Simon, U.S. Environmental Protection Agency's Office of Mobile Sources, at (202) 260-3623, (202) 260-6011-fax, or email simon.karl@epamail.epa.gov.

Air Pollution Control Program This program, known as Section 105 grants, assists state and municipal agencies in planning, developing, establishing, improving, and maintaining adequate programs for prevention and control of air pollution or implementation of national air quality standards. States and municipalities may receive up to 60% federal funds to implement their plans. Requests for application forms and completed applications are submitted to the appropriate EPA Regional Grants Administration Branch. For program information, contact Jerry Stubberfield, EPA, at (919) 541-0876 or email stubberfield.jerry@epamail.epa.gov.

Pollution Prevention Grants Program This program supports the establishment and expansion of state pollution prevention programs and addresses various sectors of concern such as energy, transportation, industrial toxins, and agriculture. Funds available under this grant/cooperative agreement are awarded to support innovative pollution prevention programs that address the transfer of potentially harmful pollutants across all media—air, land, and water. State agencies are required to contribute at least 50% of the total cost of their project. For more information, contact the Pollution Prevention Coordinator in your EPA Regional Office, which is listed in the Points of Contact Section for your state.



U.S. Department of Energy

Office of Energy Efficiency and Renewable Energy

Clean Cities Hotline

(800) CCITIES / (800) 224-8437

<http://www.ccities.doe.gov>

National Alternative Fuels Hotline

(800) 423-1DOE / (800) 423-1363

For updates on information in this document, visit the Web site at
<http://www.afdc.doe.gov> or the Alternative Fuel Vehicle Fleet Buyer's Guide at
<http://www.fleets.doe.gov>. Please e-mail corrections to the information in
this document to afv_inlaws@afdc.nrel.gov.

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